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# A life less ordinary



**W**hen it comes to modifying and tuning cars, there are few models out there that can top the Mitsubishi Evo and Subaru Impreza in terms of sheer numbers. There's just something about each car's inherent styling and abilities – and let's not forget rally hewn heritage – that makes them an almost irresistible proposition to tune. Maybe it's the four-wheel drive transmission, or the tuneable engines. Maybe it's the hardcore styling, that begs to be made even harder. Whatever it is, you can bet your bottom dollar that, if you see one of Subaru or Mitsubishi's finest, be it on the road, track, at a show – or even just in the car park at Tesco – it'll be far from standard. And that's great. Why not modify a car that rewards your efforts with such results? But that said, if you take a closer look at the majority of tuned cars out there, Subaru and Mitsubishi included, you'll likely find that very few are of the estate (or wagon if you prefer) variety. They often have the same raucous engines and transmissions, but for some reason, their abundance of booty sees them left out in the cold. But no more... Well, not if Jap Performance Parts has anything to do with it! They provided the 'boot'-iful cover stars for this issue, an Impreza and Evo wagon both with more junk in their trunk than Kylie, J-Lo and Kim Kardashian put together. Check them out for yourself on page 18. They're certainly anything but ordinary, that's for sure.

Another car in this issue that steers away from the mundane is the FD RX-7 of Westly Yacinthe, who risked the wrath of the rotary fraternity by swapping his 13B for a 1038bhp 2JZ-GTE motor from a Toyota Supra. It's a bold move, but one that we think pays off in spades! See for yourself on page 62.

But probably the craziest and blatantly off-the-wall creation we've heard of lately actually comes from Nissan itself, or Nismo to be precise. Nissan's tuning arm has come up with a completely new concept to contend this year's World Endurance Championship, and it's more bonkers than you can imagine. Essentially a 1250bhp front-wheel drive hybrid, with a V6 twin turbo direct injection engine powering the front wheels with a KERS harvesting electric motor joining in the fun at the rear when necessary, it's a project that's breaking new ground in racecar technology. Read all about it in our news section on page 12.

And it's this kind of pushing the boundaries of what is possible on the race track that leads to the trickle-down effect that directly improves the cars that we drive every day. We can't wait to see what the future holds for this kind of performance tuning, but with Nissan and Honda (with its F1 program and the new hybrid NSX) enjoying a technological rebirth, we know it's going to be anything but ordinary.

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Now Project Rotary's suspension is sorted it's time to move on to the stoppers, which have seen a dramatic upgrade to a full TarOx big brake kit with six-pot calipers! Project Lexus is taking two steps forward and one step back as a leaking radiator is fixed but the coilovers have to go. Project Wagon is on the mend with a shiny new hybrid turbo from Turbo Technics. Project White Stuff feels the pressure with a trick, new, Forge blow-off valve

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www.japanesepowermagazine.co.uk

**Managing Director** Clive Househam

**Worldwide retail distribution**  
For worldwide newsstand availability queries  
contact Phil Sait, CHP Distribution Manager,  
Seymour Distribution Ltd.  
Tel: 020 7429 4000  
Email: phil.sait@seymour.co.uk

**Printed in England**  
Garnett Dickinson Print Ltd;  
Tel: 01709 768000

© CHP Publications Ltd, 2015  
ISSN 1467779



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## NISSAN'S SHOCK LE MANS RACER!

NISSAN IS ENTERING LMP1 WITH THE BIG BOYS, AND ITS CAR COULDN'T BE MORE DIFFERENT FROM ITS RIVALS...





Ben Bowlby is a name we should all know. He is the genius behind Nissan's odd-looking DeltaWing and Zeod RC concepts and now he's designed this, the Nismo GTR LM Nismo. A front-engined, front-wheel drive car set to compete at the top of the World Endurance Championship in LMP1-H against Audi, Porsche, or perhaps most importantly, World Champions Toyota. It's said to have 1,250-1,500bhp, an engine in the front and front-wheel drive! What's going on?

Traditionally, LMP1 cars have been mid-engined and rear-wheel drive, with petrol power giving way to diesels, with their huge torque output and better fuel economy allowing lots of time to be saved in pit stops. Then along came the hybrid cars, using electric motors to boost their performance, and it's here that the GTR LM Nismo can be fully understood.

At the front is a 3.0-litre V6 twin-turbo direct-injection engine that produces around 500bhp. However, this is attached to a KERS system that harvests the kinetic energy and turns it into electricity for electric motors driving the rear. Bowlby is hoping to use the maximum amount of energy recovery allowable in the WEC regs, an 8 MJ KERS system. It's risky from a reliability point of view, relatively heavy, expensive and difficult to create. You certainly can't just buy one off the shelf.

With this hybrid system working effectively, the rear wheels should see around 750bhp or more. And at that point the car becomes a four-wheel drive 1,250bhp+ monster! The fact Ben Bowlby has said this is his most aggressive and experimental design yet is something to get excited about. The DeltaWing was pretty much

the opposite of convention anyway! It's also worth giving the WEC a pat on the back for producing regulations open enough to allow such a unique car to compete.

'This is innovation that excites,' said Shoichi Miyatani, President of NISMO. 'Our record at Le Mans is third place overall, so we have unfinished business there. We want to win.' Two GTR LM Nismos will compete in the World Endurance Championship which begins at Silverstone on April 12th. At Le Mans, these cars will be numbered #22 and #23, where they will be joined by a third car (#21).

Nissan have announced the driver line-up for one of the cars already. It includes reigning Super GT500 Champion Tsuchida Matsuda, who won the title in the #23 Motul Autech GTR. Alongside two LMP2 drivers stepping up to LMP1-H: Frenchman Olivier Pla and Brit Harry Tincknell. 23-year-old Harry has been described as 'the sensation of the European Le Mans Series in 2014', having won the LMP2 class on his first attempt at the Le Mans 24 hours and also finished as runner-up in the European Le Mans Series. He will race in the full 2015 FIA World Endurance Championship season with Nissan.

It's a mind-blowing concept. Cars with engines in the front have long been considered only good enough for the GTE classes at best. Let alone one that only guarantees power to the front wheels! LMP1-H cars are known for having issues with their KERS systems. It's experimental technology and if they suffer any kind of failure, the drivers will only have a 500bhp front-wheel drive car to compete with. Good on Bowlby and well done Nissan and NISMO. This really is innovation that excites!

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## NEW HONDA CIVIC TYPE-R CAPABLE OF 167MPH!

It seems the rumours are true. The new Civic Type-R will set new standards for hot hatch top speeds, bordering on 170mph! This is thanks to the 2.0-litre direct-injection turbocharged engine but brings a whole load of new challenges to the table. At that speed aero really matters, which is why Honda has released details on how it's engineered its new car to be stable and keep you in control. A series of vents, grilles, spoilers and skirts combine to enhance downforce and minimise drag, all designed through a combination of Computational Fluid Dynamics and wind tunnel testing. Honda claims the underside of the new Type-R is almost completely flat, aiding airflow under the vehicle and combining with a rear diffuser to optimise downforce – effectively 'sucking' the car to the road. The large rear wing is said to be functional rather than just eye-catching, thanks notably to the structure of its airfoil section. The aero has also been designed to help cool the hot turbo engine, which will be a big help once you start tuning. To help bring the madness to a halt, the new Type-R will have a high performance Brembo brake package developed specifically for the car; four-pots and 350mm drilled discs at the front, partially covered by 19in alloy wheels. A Championship White Type-R was scheduled to make its debut at the Geneva motor show and Honda claims it has already had over 100 confirmed orders based on photographs alone. We want to drive one now!

## EVENT PREVIEW

### WEDNESDAY 8TH APRIL SUMMER WEDNESDAYS BRANDS HATCH [WWW.FACEBOOK.COM/SUMMERWEDNESDAYS](http://WWW.FACEBOOK.COM/SUMMERWEDNESDAYS)

Throughout the summer, Motorsport Vision and Kleers are teaming up to offer a series of free track meets, with the opportunity to pay for track time on the same evening. Brands Hatch is the venue on the first Wednesday of every month, Snetterton on the second Wednesday. Last year these became so popular that people cried out for track time, too. Which is why you can now buy track time on the Motorsport Vision website. Hopefully we're in for a long, hot summer and a free meet with some track action to enjoy every month is definitely something to look forward to.





## 2015 TOYOTA SPRINT SERIES IS GO!

An affordable first step into motorsport for Toyota enthusiasts, the Toyota Sprint Series offers unrivalled smiles-per-pound for anyone wanting to do a bit of competitive driving. There are loads of classes, including some specialist classes for GT86 owners, to ensure you're up against cars and drivers of a similar standard. At each round, drivers get two sighting laps and two practice laps, before recording up to eight timed runs to see who's the fastest. The Toyota Sprint Series also has the addition of Cadwell Park as the final round this year, so it should be an exciting conclusion to the season. Entry cost is just £139 per round. At that price, you've no excuse not to get involved.

Round 1 March 29th Snetterton 100

Round 2 April 26th Blyton Outer

Round 3 June 21st Woodbridge

Round 4 August 16th Croft Circuit

Round 5 September 27th Blyton Eastern

Round 6 November 7th Cadwell Park

[www.toyotasprint.com](http://www.toyotasprint.com)



## MAZDA TO HEADLINE 2015 GOODWOOD FESTIVAL OF SPEED

This year Mazda will launch three new models. To celebrate, the Japanese brand will be the Central Feature Marque at the 2015 Goodwood Festival of Speed, taking centre stage at arguably the world's most prestigious motoring festival. Racing legends of the past will mix with displays and demonstrations of the current Mazda range. That means an opportunity to see the quad-rotor

1991 787B Le Mans winner in action, which has got to be worth the entry fee on its own. It will also be a chance to see the new MX-5, Mazda2 and CX-3. The general theme for this year is 'Flat-out and Fearless: Racing on the Edge'. The Goodwood Festival of Speed takes place on the 26th, 27th and 28th of June. We're excited to see what Mazda and Goodwood has in store.



## MAZDA WINS ANDROS TROPHY

Ice racing is bonkers! Cars slide backwards into corners, often with levels of contact to rival BTCC. It's great fun to watch. Frenchman Jean-Philippe Dayraut recently won the famous Andros Trophy Ice Racing Championship with four wins and two second places. He impressed everyone in his Mazda3, beating ex-Formula One driver Olivier Panis to the title by just a single point. Dayraut's Mazda3 features a space-frame tubular chassis, mid-mounted 3.0-litre V6 engine and a six-speed sequential gearbox, so it's a bit quicker than your average grocery-getter! The Andros Trophy has been a highlight of the French motorsport scene since 1990, uniquely bringing four-wheeled action to the Alpine winter sports scene. Mazda fought off competition from the Toyota Auris, Renault Clio, Citroën DS3 and Dacia Lodgy to claim the title.







## LEXUS GO WILD!

There's something in the water at Lexus these days. We don't know what they've been drinking, but we'd like some. The latest hot version from the luxury car brand is the GS-F, a four-door saloon with a thumping 470bhp 5.0-litre V8 that was scheduled to make its debut at the Geneva motor show, flanked by a couple of hot concept cars including the LF-C2. The 2+2 open-top roadster apparently highlights some styling themes that will form part of a new styling direction for Lexus. We like!



## REVOLUTION MOTORSTORE LAUNCH SUSPENSION E-CATALOGUE

For over a year, Revolution Motorstore has been building the world's biggest dedicated online suspension and chassis catalogue, with over 42,000 products! Each one features images, full specifications and reliable pricing information. You can search for suspension upgrades in several ways. After entering your vehicle details, you can search via your favourite brand, manufacturer or through broader categories such as alignment, anti-roll bars, bushes, coilovers, strut braces, wheel spacers, etc. The list is seemingly endless. You can even book your car in for fitting at Revolution's on-site workshop, arrange delivery of parts or click-and-collect at the touch of a button. Eibach, Bilstein, KW, Whiteline, Tein, Powerflex, H&R, ST – it's all here. Revolution claims to ensure customers are treated to the UK's best possible prices, and is proud its website is simple to navigate with transparent costs, so there are no nasty surprises come checkout. The guys at Revolution are so confident that their suspension prices are the best in the UK, they will happily beat any like-for-like quote. You can't argue with that! [www.revolution247.com](http://www.revolution247.com) or call 0845 002 3009

## 5 MINUTES WITH...

## CHRIS GERAGHTY



**Q. HELLO! WHO ARE YOU AND WHAT DO YOU DO?**

**A. HELLO! MY NAME IS CHRIS GERAGHTY, I AM THE OWNER OF TARMAC SPORTZ. I AM FAIRLY HANDS-ON WITH MOST ASPECTS OF THE BUSINESS, FROM SALES TO PURCHASING. I TRY TO FIND NICHE PRODUCTS AND BRING THEM TO THE UK MARKET AND I GET A BUZZ FROM SEEING OUR PRODUCTS FITTED TO CUSTOMERS' CARS. I LOVE MOTORSPORT, DRIFTING AND THE CAR MODDING AND TUNING SCENE, BUT FIRST AND FOREMOST I AM A CAR ENTHUSIAST**

**Q. WHAT PRODUCTS OR SERVICES DOES TARMAC SPORTZ OFFER?**

**A. TARMAC SPORTZ OFFERS EVERYTHING FROM EXHAUSTS AND BODYKITS TO WHEELS, SUSPENSION AND SUPERCHARGER PACKAGES. WE SPECIALISE IN JAPANESE SPORTS CARS SUCH AS THE NISSAN 350Z, 370Z, HONDA S2000, SUBARU IMPREZAS AND THE SUBARU BRZ/TOYOTA GT86. WE SELL THE FULL RANGE OF PARTS FROM THE LIKES OF COBRA SPORT, RALLY ARMOR, BC COILOVERS, ZUNSPORT AND COMPETITION CLUTCH, SO WE COVER AN EXTENSIVE RANGE OF VEHICLES. WE'VE ALSO HAD A BIG PUSH OVER THE WINTER TO GET AS MANY NEW PRODUCTS ON THE SITE AS POSSIBLE, SUCH AS JAPAN RACING WHEELS, FORGESTAR WHEELS, AEROKIT AND A HUGE RANGE OF PARTS FOR THE NEWER-MODEL SUBARU WRX STI**

**Q. WHERE IN THE COUNTRY ARE YOU BASED?**

**A. WE'RE BASED IN DERBY. AT PRESENT WE SPECIALISE IN MAIL ORDER. WE ARE NOT A PHYSICAL SHOP YET, BUT WE ARE WORKING ON IT!**

**Q. WHEN DID YOU START TARMAC SPORTZ AND HOW DID IT HAPPEN?**

**A. I STARTED TARMAC SPORTZ BACK IN 2010 WHEN I OWNED MY FIRST NISSAN 350Z. AT THE TIME, THERE WAS NOT A VAST RANGE OF PARTS AVAILABLE FOR THE 350Z IN THE UK. I OWNED A COURIER BUSINESS AT THIS POINT SO I USED MY CONTACTS, IMPORTING KNOWLEDGE AND EXPERIENCE TO START BRINGING PARTS INTO THE UK FROM THE USA AND CANADA. AT FIRST IT WAS MORE OF A HOBBY TO FEED MY ADDICTION FOR RARE CAR PARTS, AND THAT OF A FEW OTHER 350Z UK FORUM MEMBERS, BUT IT SOON ENDED UP TAKING OVER MY LIFE AND GROWING INTO WHAT IT IS NOW**

**Q. WHAT ARE YOUR PLANS FOR THIS YEAR?**

**A. WE ARE GOING TO TRY AND HIT AS MANY SHOWS AND EVENTS AS POSSIBLE THIS YEAR. WE HAVE A STAND OF CUSTOMER CARS PLANNED FOR JAPFEST AT CASTLE COMBE, SHOWCASING SOME OF THE BEST BRANDS AVAILABLE. PLUS WE WILL BE FOLLOWING OUR SPONSORED BRITISH DRIFT CHAMPIONSHIP DRIVER IAN 'BIZZ' PHILIPS AND THE BOYS AT THE Z-LABS DRIFT TEAM THROUGHOUT THE 2015 SEASON**

**Q. IF MONEY WAS NO OBJECT, WHAT CAR WOULD YOU DRIVE?**

**A. A NISMO R35 GT-R IS ALL I WANT. YOU CAN KEEP YOUR MILLION POUND SUPERCARS, THE GT-R IS THE ONE FOR ME!**

**Q. WHAT ARE YOUR PLANS FOR THE FUTURE OF TARMAC SPORTZ?**

**A. OUR PLANS ARE TO EXPAND. I HAVE BEEN ACTIVELY LOOKING AT NEW UNITS WITH ENOUGH SPACE TO PUT IN SOME RAMPS AND EVENTUALLY A DYNO, BUT THAT WILL ALL TAKE TIME**

**Q. CAN WE FOLLOW TARMAC SPORTZ ON SOCIAL MEDIA?**

**A. YES OF COURSE! YOU CAN FIND US BY SEARCHING 'TARMAC SPORTZ' ON BOTH FACEBOOK AND TWITTER**

**THANKS FOR YOUR TIME CHRIS, ITS APPRECIATED**



## TOYOTA WANNA GO RACING

In addition to their continued FIA WEC campaign, Toyota has announced two cool-looking racers based on its road cars. The first is a big announcement; in 2017 Toyota will return to the World Rally Championship in a Yaris-based car developed by Toyota Motorsport (TMG) – see right. While in Japan, several RC-F racers will compete in the Super GT500 class – see left. There's something about a fully aero-equipped racer like this that makes you want to get in and drive the wheels off it. Each Super GT RC-F will be powered by a 2.0-litre, four-cylinder R14AG direct-injection petrol turbo engine.






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Shown: Subaru BRZ/Toyota GT86, 2012+ Silicone Induction Hose

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# ESTATE OF THE UNION

HAS MODIFYING BECOME TOO PREDICTABLE? THIS PAIR OF EYE-CATCHING ESTATE CARS PUT ASIDE THEIR BADGE RIVALRY TO PROVE IT'S STILL POSSIBLE TO BREAK NEW GROUND IN 2015



**T**he rivalry between the Mitsubishi Evo and Subaru WRX is legendary. However, these two aren't fighting amongst themselves. This pair of shooting brakes are gunning for new opposition. Bonded by their exaggerated proportions, they're ready to put this rivalry aside to take on anyone who says estate cars can't be fast. Or good looking.

Each car has been built for a different purpose, but there is a common thread. Both have

been shaped in some way by Jap Performance Parts in Crawley. JPP has been dealing in the best used parts from Japan since 2003 so really know their stuff.

We followed the build up of JPP owner Sajid Moghal's Evo wagon in the Garage section of *Japanese Performance* each month, but none of us had seen it in the metal. So when photos of an awesome WRX wagon hit the office too, we immediately hit the road armed with a

camera and a load of questions.

Opening the door to Jap Performance Parts is like being transported to Japan. Three jaw-dropping demo cars immediately hit you in the face, surrounded by all manner of tuning parts, neatly arranged in glass cabinets. Brakes, exhausts, gauges, clutches – everything you could ever want. The room is furnished with rare wheels pulled off genuine JDM racers. And this is just the

reception! The actual parts stores are a whole other level of mind-blowing. A brief tour later and we're left stunned by the range of both new and used parts here, and how neatly everything is organised and labelled. This place, as they say, is 'proper'.

The quality of the cars these guys have built says everything. An uber-wide Subaru Impreza drift car with a Nissan RB25 engine swap, Sajid's beautiful 1975 TA27 Toyota Celica with





BEAMS 3SGE power and Saj's Evo wagon – a car we've seen in plenty of photos, but this wide-arched, elongated beast still smacks you in the face when you see it in the metal for the first time. It's just so... big!

But as different as they are, each one of JPP's projects reflects the 'no-compromise' approach of this knowledgeable and passionate company.

Impreza owner Alix has joined us here, too. He's very familiar with the place, with

many of the parts on his immaculate WRX wagon having been sourced here. In fact, much of the heavy work was carried out here, too, including a six-speed gearbox conversion and the fitment of his extra wide arches. The first question we want to ask both guys is obvious: with so many Evo and WRX saloons available, why did you feel the desire to modify an estate in the first place?

'Why an estate?' laughs Saj. 'Well it started when I had a go

in the Toyota Sprint Series. A few of the guys at JPP compete and they kept pestering me to have a go. Avi drives an Evo VI RS, his brother Vit a modified Glanza and Ivo a Toyota Starlet. Eventually I gave in and joined them in an Evo VII RS we had imported and I ended up beating all of them.' What did they all say about your performance, we ask. 'They said they let the boss win!' he laughs. 'The thing is, I enjoyed every second of it. More than I

expected. I realised that in the 12 years of building the business, I haven't had any real fun behind the wheel myself. So I decided to build something that I could drive, but it wasn't going to be an ordinary Evo...'

Saj continues: 'This car was originally bought for parts. We import a container of cars once every six weeks from Japan, each with fifteen or sixteen cars in them. We always buy through government auctions, as it guarantees the cars' mileages.





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**'I WONDERED WHY NO-  
ONE HAD EVER BUILT A  
CRAZY EVO WAGON'**



Anyway, the Wagon came in a container one week and I looked at it and wondered why no-one had ever built a crazy Evo wagon. I couldn't think of a good reason not to, so that's what we did.'

They started with the rear arches. 'We knew the main impact of the bodywork would come from fitting wide arches,' adds Saj. 'We looked in Japan at a range of 'kits but the majority had bolt-on rear arches and vented front wings, which have been done before. We wanted something along the lines of an Impreza 22B, which has wide blended arches.'

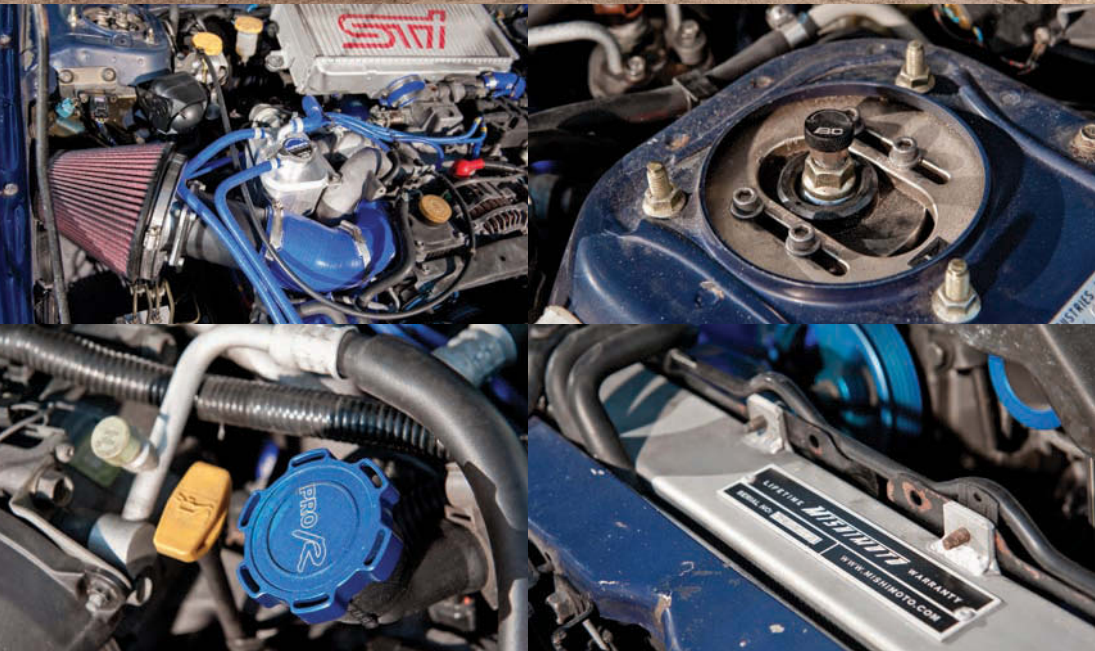
Eventually Saj came across photos on the Carbon Goodies website of an Evo VIII with an ACR bodykit. He wasn't keen on the entire kit but used a set of the arches for the base of his widebody conversion. The front arches went straight on but required Saj to widen the OE front bumper by heating up the plastic. The rears were a lot more work. Saj cut out around 50mm of rear arch, bending and welding a new lip in place. The door sections lined up perfectly because it's only the top half of the rear doors that differ between the estate and saloon models. However, the rear quarters are obviously very different. So Saj has done a great job of blending them in using fibreglass. He cut along the swage line and has swept the curve of the arch into the rear light cluster on each side. The result, after being drenched in a flawless lick of Renault Flame Red pearl paint by Austec Racing, looks like it was designed specifically for the estate in the first place.

Another key aspect of this build is the interior. 'We stripped everything out of the interior and it weighed 160kg,' Saj explains. 'We also went to the trouble of stripping the sound-deadening, which is a pain to do but saved us another 10kg. Ultimately, this is a car for myself to have some fun in, as well as my Dad Afzal. We weren't building a racecar to a strict set of regs, so we could pretty much do what we wanted. We agreed on going for four bucket seats, mainly because we could. It's something different and has the bonus of allowing people to strap in safely if we do give passenger rides. The biggest problem with this wasn't the seats themselves, but the rollcage.'

The front section was easy. Saj bought a 10-point Safety 21 'cage and the front slotted right in. However, no-one makes a 'cage for an Evo wagon, so he created one using an Evo X 'cage that they had in stock as a base. The inside







of the Evo wagon is now a very interesting place to be. Stripped out, with gauges and lots of things going on. The neatly-relocated heater dials on the passenger side of the dash is a nice touch, bringing more important switches closer to hand.

Under the bonnet, Saj decided to build the engine in-house. A 2.3-litre forged engine was specified, with lots of HKS parts. Saj didn't want to use Mitsubishi's MIVEC system, so the Evo IX engine was replaced with a donor from an Evo VII. 'It doesn't sound like an Evo,' Saj comments, 'It's hard to describe, but it's higher-pitched and more urgent sounding.' He's not wrong. But then it wouldn't be right for this car to sound like any ordinary Evo, because it's the polar opposite of ordinary. In the case of the pearl red and white monster, different is definitely good.

'I saw the four seats inside Saj's car and immediately knew I wanted to do the same,' explains WRX wagon owner Alix. The 42-year-old works in retail, often putting in night shifts in order to fund his speed addiction. 'It looked really different, but it also suited my situation. I'm a married man with two kids, so four bucket seats means we can all strap in and enjoy the car properly, and be safe, too. Plus it looks interesting, of course. It's the first thing people mention when they look inside.'

When Alix popped into Jap Performance Parts just over a year ago, he had no idea the profound effect it would have on his car. Or his bank balance! Alix was directed JPP's way by Impreza specialist Brent of Southern Motor Developments. Drooling over the work Saj had carried out to the Evo, Alix was inspired to go even further with his own car than he ever imagined.

After buying his Version 5 WRX wagon in December 2013, Alix's first visit to Jap Performance Parts was for a simple service. Looking around the parts on offer though, Alix quickly found himself deep in conversation with Saj about possible tuning routes for his car. Soon after, Alix returned for the six-speed gearbox conversion. Saj recommended a 'box from an STi Version 7, including the hubs and driveshafts, too. 'This was for strength as much as the extra gear,' explains Alix, who was now regularly in conversation with both Saj and Brent about the project.

'It was actually Brent who recommended upgrading the 'box in preparation for more power, and Saj suggested the STi Version 7 bits,' Alix explains. 'While looking online for Subaru specialists I





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## JPP EVO IX WAGON ENGINE

4G63T engine from Evo VII, HKS 2.3-litre stroker kit featuring HKS crankshaft, HKS con-rods, HKS 86mm pistons, HKS 1.2mm head gasket, HKS camshafts, HKS valve springs, HKS adjustable cam pulleys, HKS Kevlar cam belt and clear cover, HKS 4G63 Super engine oil, HKS Hybrid sports oil filter, HKS Super Fire Iridium spark plugs, crank and clutch dynamically balanced, balancer shafts removed, MoTeC M800 ECU, Magnus intake, larger throttle body, HKS fuel rail, Injector Dynamics 1,000cc fuel injectors, Ross Sport GT30 turbo kit with external wastegate, manifold, elbow and downpipe, Ganador titanium exhaust system, K&N air filter, 3bar map sensor, Aeromotive fuel pressure regulator, larger in-tank fuel pump, Cusco oil catch tank, Evo VI rally radiator with twin slim fans, modified HKS Evo X intercooler, HKS bov

## TRANSMISSION

5-speed Evo VII RS gearbox, OEM Evo IX transfer box, Exedy twin-plate clutch and flywheel

## BRAKES

Alcon 6-pot (front) and 4-pot (rear) brakes from James Kaye's Evo X race car, Ralliart brake lines, rear brakes modified for hydro handbrake

## SUSPENSION

Tein Gymkhana Master coilovers with remote reservoirs from Evo VII RS, Cusco triangulated rear strut brace, Sprint alignment by AP Tuning

## WHEELS & TYRES

9x18in ET15 Team Dynamics alloy wheels painted bronze, 265/35/18 Toyo R888 tyres, 25mm spacers all round

## INTERIOR

Fully stripped interior including sound-deadening, 4x Bride Zeta II bucket seats, Takata 3in front harnesses and 2in rear harnesses, 10-point Cusco Safety 21 front rollcage, modified Evo X rear rollcage, flocked dashboard, 4x Defi gauges and controller, Tein EDFC controller, relocated heater controls, dash-mounted switches for high/low boost, anti-lag and launch control, wiring loom relocated to transmission tunnel

## EXTERIOR

Modified OE front bumper, modified Carbon Goodies ACR Evo VIII wide arches, carbon side skirt extensions, roof scoop, red lens MR black headlights, Vertex rear diffuser, DAMD rear splitters, Renault Flame Red and white pearl respray

## THANKS

Masaya Yumeda at HKS Europe, everyone at Jap Performance Parts, especially Simon Edwards

FRIENDS WITH BENEFITS  
IT'S FAIR TO SAY THAT THE EVO WAS BUILT BY JAP PERFORMANCE PARTS. ALL THE KEY MODS WERE CARRIED OUT THERE INCLUDING THE ENGINE AND BODYWORK. HOWEVER, SAJ ISN'T AFRAID TO ASK SPECIALIST FRIENDS FOR THEIR HELP WHEN REQUIRED. SUCH AS THE SHORTER GEAR RATIOS CHOSEN BY ROSS SPORT, OR THE SUSPENSION GEOMETRY SET BY AP TUNING, BOTH OF WHOM HAVE LOTS OF EXPERIENCE SPRINTING AND RACING EVOS AT THE HIGHEST LEVEL

found lots of good feedback about SMD. So I would ask Saj and Brent their opinions on various things I wanted to do to the car. Having access to people with real-world experience of these parts was a massive help. All the major decisions about the car have gone through them, although the ideas were generally mine in the first place. I haven't just thrown my chequebook at

them. It's important to me that I understand every part that goes on the car.'

So what is it about estate cars that Alix likes? 'For a start they're more practical, especially with a family... but they're also better looking to me. They're boxy but also sleeker, to my eye. It's a weird contradiction.' Alix's wagon has been given a far more aggressive look, particularly at

the rear with that suspension rake revealing wide 245-section tyres to anyone following. The wide arches are from an HRC Auto Solutions bodykit sourced through JPP. Saj fitted much of the 'kit himself before handing it over to local bodyshop Autobody Solutions.

Like many of us, Alix stumbled across problems throughout the build: 'I'm not keen on plastic dashboards





# 'ESTATES ARE MORE PRACTICAL, BUT ALSO BETTER LOOKING'



because they crack and fade. They also cast reflections on the windscreen, so I had the top of the dash flocked in dark grey. Except it came out beige first time around! So that needed re-doing in black. When I finally got a set of the wheels I wanted, they didn't clear the brakes so needed spacers. Then I was told I couldn't have a rear rollcage without removing the rear seats, so I've

had to make do with a chassis brace instead. It's all part of the fun of modifying a car to your own set of specifications, I guess,' he smiles.

One area Alix didn't have issues with was under the bonnet. After collecting the relevant parts from Jap Performance Parts over the course of six months, Alix drove his car to Brent at SMD, where the engine was treated to a full

performance makeover. The power-giving parts included a ceramic-coated VF30 turbo and Syms equal-length headers, HKS exhaust, Walbro fuel pump and an STi top-mounted intercooler. While a catalogue of supporting parts, such as a Jun oil pump, Roger Clark Motorsport water pump, GReddy cambelt and braided turbo lines, ensured reliability.

With the engine work carried

out in Newhaven, Alix then had a four-hour drive at 50mph all the way up to Northamptonshire to get the car mapped. He wanted the best man for the job, so the trip to mapping genius Paul Blamire at ZEN Performance was well worth it. Alix adds: 'It was an interesting journey to say the least! I drove up there with my brother Adam at a snail's pace. Paul spent most of the day live mapping





## IMPEZA WRX VER.5 WAGON ENGINE

EJ20 2.0-litre boxer turbo 4-cylinder engine, live mapped by Paul Blamire, VF30 turbo with ceramic-coated turbine housing, Syms ceramic-coated equal-length headers, HKS downpipe and full stainless steel exhaust system, lightened crank pulleys, Mishimoto alloy radiator, STi top-mounted intercooler, K&N air filter, Walbro 255l/h fuel pump, Jun oil pump, Samco hoses, Samco turbo intake pipe, Roger Clark Motorsport water pump and auxiliary belts, GReddy cambelt, braided turbo lines, Forge header tank  
Power: Est. 340bhp

## TRANSMISSION

6-speed STi Version 7 gearbox, HKS clutch and lightened flywheel, STi v7 rear differential, STi v7 propshaft, STi v7 linkage, Sti v7 rear hubs and driveshafts

## BRAKES

Brembos calipers and discs up front and on rear, braided brake lines

## SUSPENSION

BC Racing adjustable coilovers, Whiteline anti-roll bars front and rear, Whiteline drop links, Whiteline anti-lift kit, Hardrace rear arms, Cusco front underbrace, Cusco rear strut brace

## WHEELS & TYRES

9.75x18in XXR 530 alloy wheels in matt black, 245/40/18 Uniroyal Rainsport tyres

## INTERIOR

Sparco Pro2000 bucket seats front and rear, Sparco four-point harnesses, Sparco steering wheel mounted on snap-off boss, flocked dashboard with carbon-fibre effect dash inserts, boost gauge, HKS turbo timer

## EXTERIOR

HRC Autosolutions 22B-style bodykit, carbon-fibre bonnet, Halo projector headlights, bodywork and respray by Autobody Solutions

## THANKS

Brent at Southern Motor Developments, Saj at Jap Performance Parts, Simon at Autobody Solutions, Paul Blamire at ZEN Performance, my fiancée Sophie



the car on the road. When I put my foot down for the first time after he had finished, I was shocked. There was loads more power than before, but it just drove so much nicer. It was like a new car! As you can imagine, the return journey was a fair bit quicker and more fun!

Both Alix's Impreza and Saj's Evo show what can be done with some imagination and the right attitude. Both owners have future plans, too. For Alix, the future holds more engine work. The transmission is in place to cope

with it, but the car will likely never be raced. This is his pride and joy, something to put a smile on his face at the weekends. He doesn't want to risk undoing all his hard work, and who can blame him? Alix's immaculate Impreza is definitely on the 'fast-road' side of the performance coin.

While Saj's is the complete opposite. A car built purely for motorsport use, with huge brakes and several years of pent-up frustration waiting to be unleashed on the asphalt. Saj tested the car at a Toyota Sprint Series event at

Rockingham a few months ago. He won his class. So the car is definitely capable, and Saj is clearly no slouch behind the wheel, either. Although you get the impression this isn't the end of the modifying road for the Evo... 'I reckon with another 60 or 70 horsepower it would be a complete animal,' grins Saj. So if you're at a trackday and see a flash of red and white looming large in your mirrors, you'd better move out of the way, as this is one wagon that's definitely on the warpath! **JP**





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# AUTOSPORT 2015

STARTING AS WE MEAN TO GO ON, THE AWESOME AUTOSPORT INTERNATIONAL IS THE OPENING EVENT IN THE AUTOMOTIVE SHOW CALENDAR AND JP WAS THERE TO CHECK OUT THE ACTION...

WORDS & PICS: DAN SHERWOOD



**A**utosport International is always a rude awakening for the automotive aftermarket. After weeks winding down to the Christmas break, no sooner is the Christmas dinner digested than everything goes bananas again in preparation for one of the

biggest shows on the calendar. Held annually at Birmingham's NEC (National Exhibition Centre), Autosport International is the place to be to kick off your New Year. Whether you're into checking out the latest tuner and motorsport launches, engineering technology, freshest new

products, old and new race cars of every shape and size, being blown away by the petrol-fuelled antics in the Live Action Arena, or just drooling over the Lycra-clad bodies of the promo-girls that litter the isles, Autosport has something for every petrolhead to get their kicks. As much a

show for the traders as it is for the public, Autosport is a chance for deals to be done or even to have a cheeky peek at the competition! With the show opening to press and trade on the Thursday and Friday and then to the public at the weekend, it's a four-day bhp bonanza that really

blows away the cobwebs and gets us all focused on the tuning year ahead. But if you didn't make it down to the NEC, or you were still feeling the effects of too much ushering-in of the New Year, then let *Japanese Performance* fill you in on what you missed!



THE BRITISH DRIFT CHAMPIONSHIP STAND WAS A CHANCE TO GET UP-CLOSE AND PERSONAL WITH SOME OF THE STARS OF THE SERIES, WITHOUT GETTING A LUNGFUL OF ACRID TYRE SMOKE. JP'S FAVOURITES INCLUDED THE OLD-SCHOOL CELICA FROM HUXLEY MOTORSPORT AS WELL AS THE SENSATIONAL LOOKING YELLOW AND BLACK LEXUS OF WAYNE KEEBER





ANOTHER CAR THAT WAS GREAT TO SEE IN DETAIL WAS THE LATEST EVO VI TIME ATTACK MONSTER FROM DOVER-BASED SVA IMPORTS. SITUATED ON THE TIME ATTACK STAND, SVA'S EVO IS ONE OF THE MOST POWERFUL AND TECHNOLOGICALLY ADVANCED CARS TO EVER COMPETE IN THE CHAMPIONSHIP COMING THIRD IN THE 2014 SEASON, IT'S A SAFE BET THAT IT'LL AT LEAST BE ON THE PODIUM THIS SEASON TOO



ON THE NANKANG STAND WAS THE SATS SUPRA DRIVEN BY MARK 'BUFF' LUNEY. A DRIFT CAR BY TRADE, THE FULL CARBON-FIBRE RIXOX-KITTED SUPER COUPE PACKS OVER 1000BHP UNDER ITS BONNET AND WAS SPORTING SOME EVEN WIDER ARCHES AT THE SHOW. IN A SURPRISING TWIST, THE TEAM TOLD US THEY ARE CONSIDERING RUNNING THE CAR IN THE TOYOTA SPRINT SERIES THIS YEAR AS WELL AS THE BRITISH DRIFT CHAMPIONSHIP, SO IT WILL BE INTERESTING TO SEE HOW THE CAR STACKS UP, AND ALSO IF MARK LUNEY IS AS GOOD DRIVING FORWARDS AS HE IS SIDWAYS!



THE NANKANG BRAND HAS BEEN REALLY GATHERING PACE OF LATE WITH AN EXCELLENT RANGE OF WELL-PRICED BUT EVEN BETTER PERFORMING TYRES FOR BOTH ROAD AND TRACK USE. ALWAYS A BIG PRESENCE AT AUTOSPORT, THE NANKANG STAND FEATURED A HOST OF THEIR FINEST RUBBER OFFERINGS AS WELL AS SOME SERIOUSLY SEXY MOTORS TOO, INCLUDING THE TRACK-PREPARED FN2 CIVIC TYPE R FROM TEGIWA IMPORTS. TEGIWA RUN THE CAR IN THE POPULAR CIVIC CUP CHAMPIONSHIP OF WHICH NANKANG IS A MAJOR SPONSOR. IT'S A SUPER COMPETITIVE SERIES, WHERE ALL CIVICS ARE WELCOME, HOWEVER, THE TEGIWA CAR IS ONE OF ONLY A COUPLE OF FN2 CARS COMPETING. WHETHER IT WILL BE A FRONT RUNNER LIKE THE COMPANY'S PREVIOUS CRX AND EP3 CONTENDERS IS YET TO BE SEEN, BUT IT DOES MEAN THE COMPANY CAN TRY OUT AND TEST A LOAD OF COOL NEW FN2-BASED MODS BEFORE OFFERING THEM TO THEIR CUSTOMERS





ANOTHER TYRE MANUFACTURER THAT HAS MADE BIG WAVES IN THE SCENE OVER THE LAST FEW YEARS IS MAXXIS, AND JUST AS LAST YEAR, THEIR STAND WAS ONE OF THE HIGHLIGHTS OF THE SHOW. WITH EVERYTHING FROM THEIR LATEST RUBBER ON DISPLAY, TO SOME OF THE BEST PROMO EYE-CANDY OF THE SHOW, IT ATTRACTED WIDE-EYED VISITORS ALL DAY - WEIRDLY, SOME PEOPLE EVEN HAD A QUICK PEEK AT THE CARS! KNOWN BEST FOR THEIR HEAVY INVOLVEMENT IN THE DRIFT SCENE, IT WAS NO SURPRISE TO SEE SOME SIDWAYS SLIDERS ON THE STAND INCLUDING THE UNVEILING OF TEAM JAP SPEED'S LATEST STEED. DRIVEN BY TYRE-SHREDDING CROONER SHANE LYNCH, THE NEW CAR IS A HEAVILY RE-ENGINEERED NISSAN 370Z WITH TWIN TURBOS AND FEATURING THE MOTHER OF ALL STEERING LOCK. IT'S A PLATFORM THAT'S NOT BEEN TRIED OVER HERE IN THE UK, BUT THE JAP SPEED BOYS HAVE HIGH HOPES FOR THEIR NEW Z-SLED!



ANOTHER JAW-DROPPING ADDITION TO THE SHOW WAS TO BE FOUND IN THE SHAPE OF TURISMO UK'S NEW AVALANCHE GT CONVERSION. NOT THAT YOU'D KNOW IT FROM FIRST GLANCE, BUT THE CONVERSION IS ACTUALLY BASED ON THE HUMBLE THIRD GENERATION TOYOTA MR2. WITH STYLING CUES HEAVILY BASED ON THE PORSCHE CARRERA GT, WITH HINTS OF GERMAN UBER-TUNER GEMBALLA THROWN IN FOR GOOD MEASURE, IT REALLY IS A STUNNING THING TO LOOK AT. WHEREAS MR2S HAVE LONG BEEN THE AWKWARD UNDERPINNINGS OF SOME POORLY CONCEIVED FERRARI 355 CONVERSIONS, THIS MORE GERMANIC APPROACH SEEMS TO BE PRETTY BANG ON THE MONEY IF YOU ASK US. AS A FULLY BOLT-ON SOLUTION IT ALSO PROMISES TO BE ONE OF THE EASIEST CONVERSIONS TO FIT TOO. PRICES ARE YET TO BE RELEASED, BUT WE'RE PRETTY SURE IT AIN'T GONNA BE CHEAP!

AFTER A FEW YEARS' ABSENCE FROM THE SHOW IT WAS GREAT TO SEE JAPANESE TYRE GIANT TOYO BACK AT AUTOSPORT, AND WITH A BRAND NEW TRACK TYRE TO BOOT! THE PROXES R888R IS THE NEXT STEP ON FROM THE HUGELY SUCCESSFUL R888. LIKE ITS ICONIC BROTHER RUBBER, THE R888R IS ALSO ROAD LEGAL. YOU CAN CHECK IT OUT IN MORE DETAIL IN OUR JAP-STUFF SECTION ON PAGE 81



AND SPEAKING OF RALLY LEGENDS, THERE WAS ALSO PETER SOLBERG KNOCKING ABOUT THE SHOW, EVEN TRYING HIS HAND AS A KWIK-FIT FITTER BY HAVING A GO AT THE ALCATEL ONE TOUCH WHEEL CHANGE CHALLENGE, WHERE COMPETITORS WERE TIMED IN AN ATTEMPT TO CHANGE A MK1 MR2 WHEEL AS QUICKLY AS POSSIBLE. WE'RE NOT SURE HOW HE GOT ON, BUT I'M SURE HE'S NOT LOOKING FOR A CAREER CHANGE AS A TYRE TECHNICIAN JUST YET



AND FINALLY, JUST TO PROVE THAT IT'S NOT JUST US AND JAP PERFORMANCE PARTS THAT ARE A LITTLE BIT OBSESSED WITH WAGONS AT THE MOMENT, WE JUST HAD TO HAVE A NOSEY AROUND MATT NEAK'S LATEST BTCC CAR. BASED ON THE CIVIC TOURER, IT'S GOT TO BE ONE OF THE MOST BONKERS SHOOTING BRAKES AROUND. WE LOVE IT!



NEW CARS ARE ONLY HALF THE STORY AT AUTOSPORT, AS YOU CAN GET JUST AS BIG A KICK FROM CHECKING OUT THE MORE OLD-SCHOOL ALTERNATIVES. CARS SUCH AS COLIN MCRAE'S CHAMPIONSHIP WINNING SUBARU IMPREZA ALWAYS GET THE BLOOD PUMPING, AS DO SOME OF THE OLD '90S BTCC CARS SUCH AS THE KALIBER-LIVERIED HONDA ACCORD - CHECK OUT THAT REAR WHEEL TUCK!







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PRICES STATED INCLUDE VAT. E&OE 2013



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The D2 Racing calipers are CNC machined from aluminium, with S45C steel CNC mounting brackets for strength and accuracy of fit on your vehicle.

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Any colour you like, so long as it's a deep red, black, purple or yellow.

Other colour options are available with a surcharge



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Prevents sticking or dragging brake issues, ensures the optimum in performance when you need it most. Improved design for 2013.

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The D2 Racing brake kit includes everything you will need, except brake fluid.

- › Pair of lightweight strong aluminium calipers
- › Pair of race specification rotors
- › Pair of lightweight aluminium bells
- › Pair of CNC machined steel brackets
- › Pair of braided brake lines
- › Set of UK high performance brake pads
- › Selection of brake pad upgrades also available
- › Complete fitting kit and fitting guide

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WORDS PAUL COWLAND PHOTOS CHRIS WALLBANK

# THE BEST OR NOTHING

IT MAY BE THE STRAPLINE OF A WELL-KNOWN GERMAN CAR COMPANY, BUT IT ALSO HAPPENS TO APPLY RATHER WELL TO THIS LATEST LITCHFIELD CUSTOMER BUILD TOO. WE CATCH UP WITH THE GLOUCESTERSHIRE UBER-TUNERS AS THEY UNVEIL THEIR LATEST 1200BHP MEISTERWERK





**A**s anyone who has ever speed-dated will know; there's real truth in the phrase, 'like attracts like'. Although the old adage of 'opposites attract' may work for the odd random pairing, most people tend to gravitate towards others that think and act in a similar way – and nowhere is this maxim more true than in the world of tuning. Don't believe us? Then can you imagine a discerning, analytically

retentive detail freak leaving their pride and joy with a specialist that displays none of those qualities? No, me neither.

As the diametric opposite of that example, Litchfield sits very happily at the top table of global tuners, not only for its trademark Subaru and GT-R conversions, but also for its sterling work on some of the nicest – and rarest – supercars to be housed in Europe. Building a reputation like this

doesn't come easy, and in Litchfield's case, it has taken founder Iain Litchfield and his wife Jenny, along with a dedicated technical team, over 17-years to garner and retain their exclusive clientele, mainly by a refusal to ever entertain the average, creating conversions and vehicles that have pushed far beyond the parameters ever imagined by the vehicle's original creators.

This single mindedness and

dogged pursuit of perfection hasn't just brought them accolades and trophies (which it has by the way... lots) but, more importantly, it has endeared them to customers of a certain persuasion. Those that wish to build the very best machine commercially available – where price comes a solid fourth after quality, execution and efficacy. This stunning white GT-R, owned by a Russian gentleman who would



# 'AT 1200BHP THIS GT-R HAS WAY MORE FIREPOWER THAN MOST RACECARS – EVEN FORMULA ONE!'



rather remain anonymous for the time being, is the perfect example of the case in point.

'This client was very typical of many of our customers,' smiles Iain. 'He came to us with a very clear remit of creating a car with big power that still retained all of its GT creature comforts and functionality. Many of our customers refuse to compromise with their builds. They want a stunningly quick car, but not at the expense of the driving experience. It's not easy to achieve, but with careful preparation, and the right choice of components, it's something we've become somewhat adept at delivering.'

The car had already been specified with the Varis body mods – which we will revisit later on – but what truly makes this car remarkable is the drivetrain. Beneath that perfectly formed carbon-fibre

bonnet are some 1200 rampaging horses. Angry when they're wanted, and docile and traffic-friendly when they're not. But just how do you make a GT-R engine do that?

The answer comes by mentioning that, really, there isn't an awful lot of GT-R engine left in this car. Sure, the architecture is still the same, but almost every key component has been re-imagined and re-engineered in some way. Let's start with the displacement; this one almost joins the muscle car ranks with a hefty 4.6-litre capacity. Running under the evidently titled VR46 nomenclature, this is a long way from what the factory had in mind. The conversion starts with a fresh VR38 block of course, but then Litchfield's engineers completely refashion both oil and waterways before the block

is completely restrengthened. This work is done by Capricorn – yes, the very same engineering concern that consults to many major manufacturers and blue-chip race teams – right up to the very highest level – and was instrumental in much of the pre-production testing of the factory GT-R over at the Nürburgring. Once the block has had its F1-level massage, it heads back to the Litchfield workshops for line boring.

The next stage in this incredible engine is the intake system. The standard plenums may be fine for the standard engine, but on this car, they simply wouldn't be able to match the aerobic capacity of the engine. Litchfield's clever and somewhat surgical solution is to open up the standard parts before completely reworking their internals to deliver greater

flow. Once flawlessly fused back together – and then tastefully finished in a 'factory fresh' crackle finish – you'd never know that the Litchfield team had been at work.

'Material and component choice is crucial on an engine of this spec,' Iain continues. 'We believe that a high-horsepower motor can be made to be almost as reliable as a factory unit, as long as it's built with carefully selected upgrades.' Proving his point are the beautifully finished Inconel manifolds, flawlessly Zircotec-coated to minimise heat transfer. It's not just what's fitted of course, but how it's tested too. All of these parts have undergone the kind of flow testing usually only reserved for the rarefied air of the F1 paddock. But then this is typical of Litchfield's approach to every engineering problem. 'When



we're testing, we always strive to use the best solution commercially available,' Iain intones seriously. 'Naturally, it's usually in the sphere of F1, but luckily we have a few friends there that look after us, so it means we can put all of our components through those very same processes. It's not cheap, but it does give incredibly effective results.'

Another example of this 'trickle-down' thinking comes in the form of the gasket material. Rather than the usual laser-cut steel, or stamped alternative, the gasket material that Litchfield uses on these engines features a gas-type seal which expands when heated, giving an impervious sealing surface between the block and the head. Overkill? Possibly, but when you remember that this car has a greater power output than most racecars, it's not surprising to see that level of technology at play.

From an engineering perspective, everything on this car has been tailored. Take the turbos for example; even the highly desirable Garrett GT30R units were re-worked with TiAL housings and a brace of 76mm custom compressor wheels. Litchfield's own custom intercooler, allied to a Forge transmission cooler take care of controlling excess heat with a great degree of success, while Litchfield also massively over-engineered the fuelling system too, including the comically named 'Battleship' fuel pump conversion, which provides more than enough super unleaded from tank to injectors.

When you stop to examine the numbers, you can see why it's all needed though; 1,200bhp is available from a boost of 1.7bar (25psi) and at only 7,200rpm. That's the '11' setting, however, so there's also a mere 918bhp available at 1.1bar (16psi) in case you want to sit back and take things easy on the run into work... Either way, that's going to sup some gas along the way!

Coping with all of this is a gearbox and transmission package that sees almost every component being uprated. Inside the Nissan GR6 dual-clutch transmission a Dodson Motorsport six-speed gear set (standard gearing with overdrive 6th) powers through a Dodson Motorsport clutch pack, with standard final drive. The front diff is a Litchfield/Quaife item, while the



#### STATISTICS

**MAX POWER: 1,200HP @ 7,200RPM (1.7BAR), MAX TORQUE: 850LB/FT @ 3,800RPM (1.5BAR),  
PEAK BOOST: 1.8BAR (26.5PSI), WEIGHT: 1,650KG, LAUNCH RPM: 3,600RPM,  
SHIFT RPM: 7,600RPM, REDLINE: 7,900RPM, FUEL: SHELL V-POWER 99RON**







centre unit also receives a sizeable makeover to keep it all hanging together.

Despite its hard-won reputation for GT-R engine-building, many forget that Litchfield has also been pushing the boundaries of suspension development too, working with the original creators of the Nissan's chassis components in order to produce something that not only integrates with the factory damper control systems, but offers a great degree more body control in the process. The resultant solution, engineered at factory level with both Bilstein and Eibach has become the tuning-scene benchmark for this car now, with literally hundreds of cars having been upgraded to benefit from it. Needless to say, this car has the whole kit. This level of engineering does reveal much about the Litchfield *modus operandi*. If you can't

find the part you need for your conversion in the aftermarket – simply go to the appropriate OEM supplier and develop it further yourself. A great example of how Litchfield innovates, rather than imitates, to keep pushing its packages forward.

Although best engineering practise is only ever really one true course, when it comes to aesthetics, Litchfield is keen to let customers choose their own path to perfection. In this instance, the gentleman concerned clearly went heavy on the mouse clicks whilst browsing the Varis website – with the end result looking all the better for it. The front bumper, lip and side skirts all look fantastic, and are perfectly augmented by the 2015-spec OEM rear lights and AMS carbon-fibre roof, which picks up a couple of light-and-shade styling cues from the original panels. Tying these new parts

together well are the 20in ADV.1 wheels, which balance a clearly more aggressive appearance, but without looking like overkill. A tough trick to pull off, but one that works well here. Behind these rims sit a suitably-updated brace of 400mm Alcon brakes, allied to Litchfield's own bespoke ducts to direct as much cold air their way as possible – useful when you're trying to slow this heavyweight 1650kg machine from significant three-figure speeds.

Although the chassis CV might very well scream 'racecar', when it comes to the interior, it's all very civilised, with a clear hat-tip to the owner's desire to create a truly versatile GT machine. A factory steering wheel sits front and centre of the pilot, leaving all of its party tricks in place, but with the added bonus of an Alcantara covering for better purchase. Notice also how the gear paddle selectors are extended for easier reach during those track-day wheel twirling moments, too.

As for the rest of it, it's the full-weight (and therefore full comfort and refinement) factory interior still in situ, complete with all of the original sound deadening and top-flight Bose stereo to make for cossetting progress.

Sitting in this thing at speed is eerie; it's almost too civilised. You simply don't expect this much power and weight to make such unflustered progress on a tight back road. It truly is a masterpiece cocktail of

parts and performance; ticking every single box in one car.

We've driven and written about a lot of Litchfield GT-R conversions now, each and every one being very different, reflecting the nature and personality of its owner and their tastes and desires. What is common on all of these cars, however, is how each one is very much greater than the sum of its parts. Read the spec sheet, and you can't help but be impressed; these cars are built with literally the best of everything. What that 'Top Trumps' list can't tell you, however, is just how well each part works together. It is ultimately this level of engineering homogeneity that makes this car so good, because although every line of that spec sheet screams 'animal', the reality is anything but. Sure, this is a car that can almost jump the space-time continuum and rearrange crucial body parts in the process, but day-to-day, it still retains the credentials that make the GT-R such a capable showroom machine.

Creating a conversion like this is never easy – or cheap, for that matter – but when the resulting car looks and drives as well as this, then you realise that as long as there are enthusiasts looking to acquire the very best vehicle available – and there are talented teams like Litchfield to help them to achieve it, then the future of the Nissan tuning scene looks very healthy indeed. **JP**

## 'AT SPEED THE GT-R PUTS THE AWESOME VARIS AERO KIT TO GOOD USE'





# TECHSPEC

## ENGINE:

4.6-litre, VR46 V6 Litchfield Red Top engine, oil and water path modification, complete block machining with replacement liners, liners Niksil coated, block work by Capricorn (UK), line bored in-house at Litchfield, Litchfield/Capricorn pistons with custom crown design, Litchfield/Arrow connecting rods, super-finished/balanced custom crank, Litchfield Sport camshafts, Litchfield custom springs with larger valves, custom head gasket, standard Nissan head studs, ARP main studs, Litchfield large intake manifold, Litchfield air intake kit, ASNU 1,100cc injectors, Litchfield 'Battleship' fuel pump conversion, Syvecs Motorsport S8 ECU, Nissan standard ignition system, NGK Racing plugs, Litchfield Inconel manifold with Zircotec coating, Litchfield 102mm exhaust system, 46mm external dump valves, Forge Motorsport blow-off valves, Litchfield large race core intercooler, Litchfield blue-printed oil pump and oil cooler, standard fuel cell, Garrett GT30R based turbos, 76mm custom compressor wheels, TIAL turbine housings, Akrapovi carbon tailpipe trims

## TRANSMISSION

Nissan GR6 dual-clutch transmission, Dodson Motorsport six-speed gear set (standard gearing with overdrive 6th), Dodson Motorsport clutch pack, standard final drive, Litchfield/Quaife front diff, Litchfield modified centre diff, standard Nissan rear LSD, Forge Motorsport transmission cooler, standard driveshafts

## SUSPENSION

Litchfield/Bilstein dampers, Litchfield/Eibach springs, Litchfield custom anti-roll bar,

## BRAKES

Alcon Superkit CNC brake calipers, Alcon 400mm rotors (fronts), Pagid pads, Alcon brake lines, Litchfield brake cooling ducts

## WHEELS/TYRES

10x20in ADV.1 wheels with Michelin Pilot Cup2 tyres

## EXTERIOR

Varis Front bumper, lip and grille, carbon-fibre GT bonnet, Varis side skirts, AMS carbon-fibre roof, carbon-fibre boot lid, Aeromotive Active rear spoiler, MY2015 GT-R rear lenses

## INTERIOR

Quick-release Litchfield Alcantara steering wheel with longer custom gear selectors, Toucan digital display

## THANKS

[www.litchfieldmotors.com](http://www.litchfieldmotors.com)





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These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
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PIPER Stainless steel cat-back exhaust system.....	£520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims).....	£862.00

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K&N Sports air filter replacement element (lifetime warranty).....	£41.00
K&N Apollo closed box air filter induction kit.....	£158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe).....	£169.00
POWERTEC Stainless steel air filter kit (including heat shield).....	£149.00
PIPERCROSS Sports air filter kit (including heat shield).....	£145.00
HKS Racing Suction Kit (includes alloy intake pipe).....	£365.00

### SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Please call for fully fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit.....	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear camber & toe shims (to get the very best handling).....(each)	£8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height).....	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound).....	£1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound).....	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm).....	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts).....	£135.00
This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	
ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims).....	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

### BRAKES

STOPTECH Fast Road Front brake pads.....(set)	£49.00
STOPTECH Front Sport Stop Grooved brake discs.....(pair)	£190.00
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POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs.	
Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers	
*EIBACH 15mm Pro-Spacer kit (required to fit Stoptech brake kits behind OE Honda wheels).....	£108.00
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£92.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£54.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks).....	£175.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOIATEC Caliper paint kit (various colours).....	£24.90

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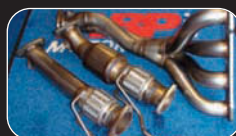
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YOKOHAMA 225/40X18 PARADA Spec 2 tyre.....	£125.00
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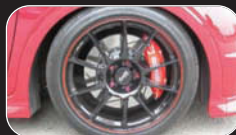
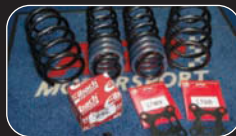
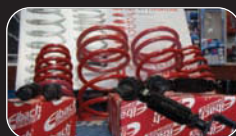
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All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.	

**FULL RANGE OF PARTS AVAILABLE FOR ALL MAKES / MODELS**  
**HONDA • TOYOTA • MAZDA • MITSUBISHI • SUBARU • NISSAN • LEXUS**



**ALL PRICES  
INCLUDE VAT**



## ABP MOTORSPORT - Your One Stop Tuning Shop

- Modern easy to find premises
- Established for over 45 years
- Fully equipped on-site workshop
- Easy access of the M6 (J16)
- Large parking facilities
- Passionate staff
- Fast mail order
- 1st class customer service
- Excellent product availability
- Competitive prices

Please phone  
if your car is not  
listed, as only a small  
range of our parts  
are listed

- Mail Order • Retail Tuning Shop
- Workshop Fitting Service • MOT
- Servicing • Repairs & Tuning

## HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster...



### EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system.....	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains. System has a 64" oval tailpipe.	
PIPER Twin-box cat-back stainless steel exhaust system As above but with 2 silencers - same power with less sound!.....	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£498.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£678.00

**\*Independent rolling road tests show an incredible increase of +22BHP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!\***

DC SPORTS Stainless steel SC3 cat-back exhaust system (4" round tip).....	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat).....	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst).....	£395.00
All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains.	
The SC3 system comes with a removable silencing baffle ideal for track days.	
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe).....	£471.90
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe	
SUPERSPRINT Stainless Steel straight through 8-pipe.....	£204.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit.....	£26.00
Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.	

**\*FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE\***

### AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£49.00
K&N 571 Air filter kit.....	£109.00
K&N Typhoon air filter induction kit (wrinkle red finish intake pipe).....	£150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +15BHP.....	£245.00
AEM V2 Air Filter Induction kit (Unique dual plenum intake pipe) +18BHP.....	£265.00
PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system).....	£175.00

Intake kits make a massive difference to the EP3 Type R offering anything up to +18BHP power gains.

Choosing the right combination of exhaust system and filter kit can add up to +25 BHP power improvements!

### SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!.....	£159.00
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear fully adjustable camber bolts (to get the very best handling).....(pair)	£135.00
BILSTEIN B4 Shock absorber kit (front & rear shocks).....(set 4)	£385.00
BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks).....(set 4)	£655.00
BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over set-ups. Simply the best real World suspension solution.	
TEIN S-Tech lowering spring kit -20mm.....	£228.00
TEIN BASIC coil over suspension kit (adjustable height only).....	£708.00
TEIN Superstreet coil over kit (adjustable height & damping).....	£804.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
JDM Rear Anti Roll Bar (including bushes).....	£102.50
E-TECH front polished alloy strut brace.....	£87.50
E-TECH front wide-bar lightweight alloy strut brace.....	£170.00
ABP Fast Road suspension geometry set-up (including front camber bolts).....	£155.00
This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	

**\*FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE\***

### BRAKES

STOPTECH Fast Road Front brake pads (set).....	£49.00
STOPTECH Fast Road Rear brake pads (set).....	£38.00
STOPTECH Front Sport Stop Grooved brake discs (pair).....	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair).....	£140.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
EIBACH 15mm Pro-Spacer kit* (required to fit Touring kit behind OE Honda wheels).....	£108.00
STOPTECH BBK 328mm Brake caliper conversion kit.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers	
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£91.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£58.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 4-line brake hose kit (zinc plated unions).....	£62.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOIATEC Caliper paint kit (various colours).....	£24.90

### OTHER ITEMS

HKS IRIIDIUM spark plugs (set 4).....	£82.00
NEUSPEED Short Shift gear lever kit.....	£95.00
EXEDY OE 3-piece Clutch kit - Fitting service available.....	£195.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip/main beam).....	from £65.00
PIAA Silicone front wiper blade kit (pair of silicone wiper blades).....	£43.00
YOKOHAMA 215/40X17 PARADA Spec 2 tyre.....	£92.00
YOKOHAMA 215/40X17 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£156.00
ABP recommend changing the original 205/45X17 tyres to the better 215/40X17 size. Wider, slightly lower profile these tyres offer improved handling, grip, feel and they're cheaper!	

**← SERVICING - See FN2 Listing**



# 01270 567 177

## NEXT DAY DELIVERY

PHONE TODAY FOR NEXT DAY DELIVERY\* or WHY NOT CALL INTO OUR SHOWROOM TO COLLECT OR LET US FIT THE PARTS FOR YOU IN OUR FULLY EQUIPPED ON-SITE WORKSHOP

\* Orders must be placed before noon and are only available on stock items (excluding Sunday). Please phone for postage prices on your order

~ EXPORT ORDER ARE WELCOME ~

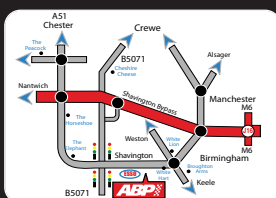
Orders can be placed by phone with a credit/debit card for immediate despatch. Postal orders and cash are also acceptable. At ABP full security checks are made to ensure the validity of the credit card holder. All attempted credit card frauds are reported to the police.

**www.abpmotorsport.co.uk**

~ ALL PRICES INCLUDE VAT ~

We reserve the right to change prices in accordance with certain manufacturers. Rights of cancellation details supplied. Prices are correct at time of going to press. E&OE.

### How to find us



**ABP Motorsport**  
416 Newcastle Road, Shavington,  
Crewe, Cheshire CW2 5EB  
Fax 01270 568177  
sales@abpmotorsport.co.uk

**Opening Hours**  
**Mon-Fri 8.30am - 6.00pm**  
**Sat 9.00am - 3.00pm**

**STOPTECH**  
HIGH PERFORMANCE BRAKE SYSTEMS



ABP are an official UK importer of STOPTECH brakes and offer the full range of high performance brake pads, brake discs and the AWESOME caliper conversion kits. Used extensively in Time Attack series cars these kits are reputed to be the best available. Full range of 4 & 6 pot kits available for most Japanese cars please call for prices to make your car STOP!

STOPTECH high performance brake pads	from £38
EVO 5-9 & Impreza STI FRONT & REAR brake pad set	£118
STOPTECH High performance grooved brake discs	from £140
Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R FRONT & REAR grooved brake kit	£330
STOPTECH Big Brake Caliper conversion kits	from £995
Honda Civic Type R EP3 & FN2 tuning kit (300mm)	£995
Honda Civic Type R EP3 & FN2 (4-pot 328mm)	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits)	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits)	from £1,550

Full range available for Honda, Lexus, Mazda, Nissan, Subaru & Toyota

**AEM**  
ENGINEERED TO OUTPERFORM



AEM offer the very best intake kits for your Japanese car. AEM lead the way in air filter technology and now use the revolutionary DRYFLOW filter units. ABP are an official AEM importer dealing directly with the manufacturer!

• Massive Range stocked • Excellent power gains • Call for prices

<b>Cold Air Intake Kits</b>	
Honda Integra Type R DC2	£269.00
Honda Integra Type R DC5	£255.00
Subaru Impreza inc. STI (2001 on)	£262.00
Subaru Impreza Inc STI (2008 on) +308HP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +168HP	£275.00
<b>Short Ram Intake Kits</b>	
Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza inc. STI (2001 on)	£169.00
<b>V2 Dual Plenum Air Intake Kits</b>	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00

**DC**  
SPORTS



ABP are official importers UK importers of DC Sports products direct from the USA. Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems.

<b>DC Sports Exhaust Manifolds</b>	
Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifolds (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00
<b>DC Sports SCS Stainless Steel Exhaust Systems</b>	
Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
Mitsubishi EVO 7, 8 & 9	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STI & WRX	£425.00

\*FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE\*



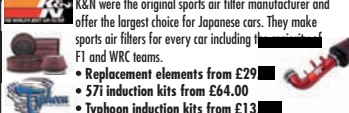
EIBACH produce the Worlds finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. **PLEASE CALL**



Bilstein produce a massive range of shock absorbers and suspension kits for Japanese cars including B4 replacement dampers, B6 & B8 sports shock absorbers and fully adjustable coil over suspension kits. All Bilstein development work is carried out on the legendary Nurburgring.



ABP can supply and fit the full range of HKS tuning products from Japan. HKS offer some of the finest quality tuning parts available in the World. Products available include sports air filter kits, sequential dump valve kits, iridium spark plugs, exhaust systems, intercoolers, boost controllers, suspension, cams, electronics and more. **PLEASE CALL**



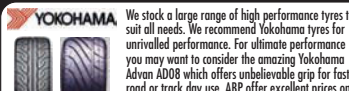
K&N were the original sports air filter manufacturer and offer the largest choice for Japanese cars. They make sports air filters for every car including F1 and WRC teams.

- Replacement elements from £29
- 571 induction kits from £64.00
- Typhoon induction kits from £13



ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all applications and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there as PIAA are THE BEST.

• LED Sidelight bulbs from £24.50 • Headlight bulbs from £35.00 • Silicon wipers from £21.50

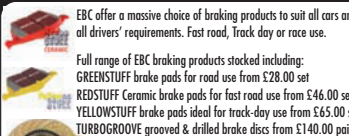


We stock a large range of high performance tyres to suit all needs. We recommend Yokohama tyres for unrivalled performance. For ultimate performance you may want to consider the amazing Yokohama Advan A008 which offers unbelievable grip for fast road or track day use. ABP offer excellent prices on Yokohama Parada tyres in all sizes. **PLEASE CALL FOR BEST PRICES ON YOKOHAMA TYRES**



We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.

• Lowering Springs from £155 • TEIN coil-over kits from £660



EBC offer a massive choice of braking products to suit all cars and all drivers' requirements. Fast road, Track day or race use.

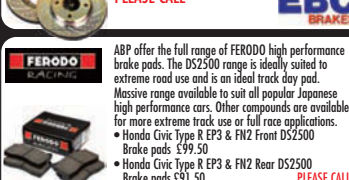
Full range of EBC braking products stocked including: GREENSTUFF brake pads for road use from £28.00 set REDSTUFF Ceramic brake pads for fast road use from £46.00 set YELLOWSTUFF brake pads ideal for track-day use from £65.00 set TURBOGROOVE grooved & drilled brake discs from £140.00 pair

**PLEASE CALL**



Tarox G88 40-Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process makes these one of the strongest discs available. Full range of uprated brake discs, brake pads and big caliper conversion kits available for most Japanese cars. **PLEASE CALL**

Fast Road brake pads from £49.00  
G88 40 Groove brake discs from £159.00  
TAROX big brake caliper kits from £1,250



ABP offer the full range of FERODO high performance brake pads. The DS2500 range is ideally suited to extreme road use and is an ideal track day pad. Massive range available to suit all popular Japanese high performance cars. Other compounds are available for more extreme track use or full race applications.

- Honda Civic Type R EP3 & FN2 Front DS2500 Brake pads £99.50
- Honda Civic Type R EP3 & FN2 Rear DS2500 Brake pads £91.50

**PLEASE CALL**

## WORKSHOP FITTING SERVICE

Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skilfully fit, set-up, tune and optimise any modifications to get the best out of your car - This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.

ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

- Performance Parts Installation
- Manufacturer Spec Servicing
- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
- Maintenance & Repairs
- MOT Testing Station
- Customer Supplied Parts Fitted
- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011



### SERVICING AND MAINTENANCE

We offer a full servicing & Maintenance service to our customers. ABP Service all cars to manufacturer specification therefore maintaining warranties & correct service history!

The advantages our service gives you over & above the dealers (or stealers!) are:

- Enthusiastic passionate staff
- Guaranteed level of personal service
- Full range of services including modifications
- Competitive Labour prices
- All makes / models worked on
- No problems with imports
- One-Stop tuning shop

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work.

Please phone with your exact requirements and we will be happy to advise and give competitive prices.

### WHEEL ALIGNMENT & SUSPENSION GEOMETRY

- Vague Steering?
- Steering wheel miss-aligned?
- Excessive or uneven tyre wear?
- General poor handling?



Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!

ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

Please phone for exact prices on your car & prepare to feel the differences immediately.

Examples

Full suspension 4-wheel alignment check and report (no adjustment)	£55.00
Front Wheel Alignment check & adjust	from £35.00
Front & Rear Wheel Alignment check & reset	from £75.00
Subaru Impreza Turbo / STI / WRX & Mitsubishi EVO 5-10	£135.00
Check and reset front & rear Wheel Alignment & Camber angles to Fast Road spec	
HONDA S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec	£140.00
Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts)	£155.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!	
Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts)	£135.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.	
Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit)	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

### SUSPENSION AND LOWERING

ABP can provide various levels of suspension tuning for all Japanese vehicles. We offer a full fitting service on over 7 manufacturers lowering spring options, numerous sports shock absorbers and many complete adjustable suspension kits including fully adjustable coil-over kits.

Spring kits available from EIBACH, TEIN, SPAX, H&R, GMAX, KW and Pi

Shock Absorbers available from KONI, BILSTEIN, KW, SPAX and EIBACH

Suspension kits available from EIBACH, KONI, BILSTEIN, TEIN, KW, H&R, SPAX & GMAX

Lowering spring kits supplied & fitted

Sports suspension kits supplied & fitted

Fully adjustable coil-over suspension kits supplied & fitted

Phone ABP for a price on either lowering or making your car 'Really Handle!'

### FITTING PRICES

ABP can fit all of the parts that we sell and we are also happy to fit customer provided parts in our workshop.

Here are some general fitting prices for our workshop:

Sports exhaust systems fitting	from £55.00	Wheel alignment checks	from £55.00
Performance air filter induction kits fitting	from £55.00	Timing / Cam belts fitting	from £82.50
Brake discs & pads fitting	from £82.50	Clutch kits fitting	from £165.00
Big Brake conversion kits fitting	from £110.00	Pre / Post Track day check-over	from £55.00
Suspension kit fitting	from £165.00		

Please phone ABP's workshop on 01270 567177 for accurate prices on fitting parts to your car or to arrange a workshop booking time.

**ALL CARS CATERED FOR - PLEASE CALL**

All labour prices do not allow for seized, broken or damaged components on your car.

**PLEASE CALL TODAY FOR PRICES/INFORMATION ON ALL THE ABOVE PRODUCTS**







# te **EVO** EVOLUTION OF THE SPECIES

WE LOVE A GOOD LANCER, AND KELVIN HSIU'S WIDE-BODY EVO IX MR IS THE LATEST IN A LONG LINE OF MODIFIED MITSUBISHIS FROM ACROSS THE POND TO FIND ITSELF IN THE SPOTLIGHT...



**S**ome say that the Mitsubishi Lancer Evolution is the greatest performance saloon ever manufactured. Indeed, since 1992, petrolheads have been continually bowled over by successive incarnations of this fabulous four-wheeler. Of course, much of the model's reputation stems from the fact that its factory form is the epitome of the spirited fast-road racer that has a foot planted firmly in reality, but it's fair to say that the Evo's status as a bona fide classic has been forged by enthusiasts who constantly strive to transform their own special edition Lancers into lightning bolts that rattle the senses.

As readers of *Japanese Performance* will know, however, pushing the envelope is a pursuit that doesn't come cheap. Granted, there are cost-efficient ways of achieving your automotive goals – particularly if you can undertake the lion's share of the required labour

without relying on a third party – but more often than not, willing participants in this game of pony-chasing and trendsetting will have to dig deep. And in some cases, like Kelvin Hsiu's, really deep.

'I reckon I've spent a hundred grand on my car,' sighs Los Angeles resident, Kelvin, the 36-year-old owner of the stunning Evo IX MR displayed on the pages before you. 'I used to be quite reserved when it came to shelling out on my motors, but that all changed when a friend dragged me to a tuning exhibition in 2009. I was amazed at what I saw, and I was immediately bitten by the modifying bug!' he smiles.

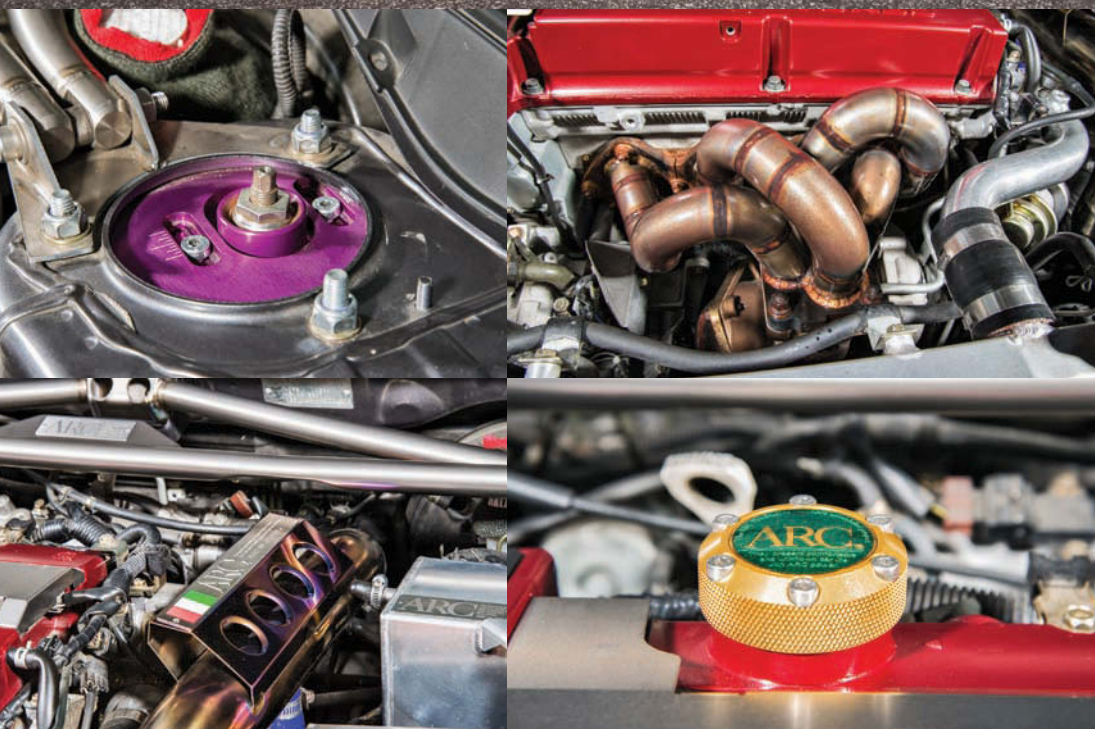
Up until that point, Kelvin had enjoyed six years of piloting a near-factory specification Evo VII, but he was encouraged to buy a low-mileage IX after seeing the huge array of tuning parts that were at his disposal. 'To be honest, I attended the show





because I was bored. Little did I know that it would prove to be such a huge turning point in my life, and one that would see me entertaining ideas of building a track-ready Evo!' he laughs.

Before applying any performance upgrades to his new ride, Kelvin put pen to paper and began to sketch a number of conceptual drawings that would illustrate his desire for a lairy Lancer boasting a range of aggressive aesthetic alterations. 'I'm a sales manager at DTM Autobody in El Monte,' he explains. 'The company is recognised for producing a huge number of cars with custom paintwork and wide body kits. Needless to say, I was well placed when it came to planning my Evo's makeover, and the sketches



**DRESSED TO THE NINES**  
**THE LANCER EVOLUTION IX MR**  
**KEPT MANY OF THE POPULAR**  
**FEATURES OF ITS PREDECESSOR,**  
**THE EVOLUTION VIII MR. THESE**  
**MODEL HIGHLIGHTS INCLUDED**  
**BILSTEIN DAMPERS, A SIX-SPEED**  
**MANUAL GEARBOX, A ROOFTOP**  
**VORTEX GENERATOR, BBS FORGED**  
**ALLOY WHEELS, HIDS, ADDITIONAL**  
**INTERIOR GAUGES,**  
**COMMEMORATIVE BADGES AND A**  
**LIGHTWEIGHT ALUMINUM ROOF**  
**RECARO BUCKET SEATS, BREMBO**  
**BRAKES AND A MOMO STEERING**  
**WHEEL CONTINUED TO BE OFFERED**  
**AS STANDARD EQUIPMENT,**  
**MAKING THE EVO IX ONE OF THE**  
**MOST IMPRESSIVE MOTORSPORT-**  
**INSPIRED PRODUCTION SALOONS**  
**EVER AVAILABLE TO BUY FROM**  
**A DEALERSHIP**



helped to convey my wishes to the talented guys in the firm's body shop,' he says.

Before long, a Do-Luck wide body kit comprising bulky bumpers, wide wings, side skirts, enlarged rear quarter panels and a range of splitters was delivered to the DTM workshop. The wings feature intake vents that provide function as well as form – a carefully considered purchase that Kelvin hoped would help him at the racing circuit. To that end, carbon-fibre winglets, a C-West vented carbon-fibre bonnet, Craft Square carbon-fibre wing mirrors, a Voltex rear wing and ARC inner wheel arch liner vents were added to the parts pile in the hope of reducing the IX's body weight and delivering much-needed downforce while increasing airflow to the car's two-litre,

turbocharged engine.

One of the hardest parts of any comprehensive automotive build project can be the process of choosing a new coat of colour for your revitalised pride and joy. A lapse in judgement can be a costly mistake to make, but there was no such problem for Kelvin – his mind was made up following an encounter with a particularly eye-catching Lamborghini Murcielago. 'The Lambo was covered in a factory battleship grey known as 'Grigio Telesto'. I'd never seen a colour like it, and I was stunned by the fact that it appeared to be a superb solid shade before it exploded into an awe-inspiring metallic hue when caught by sunshine. I ran back to the guys at DTM and told them in no uncertain terms that I wanted my restyled Evo to be painted in the exact

same colour!' he grins.

Even with the outlandish body kit, the wicked wing and the fantastic new topcoat sitting pretty, it's the car's 18in Volk Racing TE37 SL six-spokes that generate the most excitement among its admirers. 'I opted to paint them in a startling shade of red that has more in common with the workhorses of the local fire department than it does with the racers I see at the track,' admits Kelvin. It's certainly a bold choice, yet the striking rims suit the Lamborghini-inspired paintwork perfectly, and the racy red has been carried over as an accent that decorates various items of exterior trim.

There's no denying that this is a Lancer that looks great, but what of its under-bonnet anatomy? Enter Khiem Tran, the owner of Californian tuning

**KITTED OUT  
DESPITE THE FACT THAT ITS NAME BRINGS TO MIND IMAGES OF GERMAN TOURING CARS, DTM AUTOBODY IS LOCATED IN EL MONTE, CALIFORNIA (A SHORT DRIVE FROM DOWNTOWN LOS ANGELES), AND IT HAS BEEN KNOWN FOR THE PREPARATION OF CUSTOM BODYWORK SINCE THE COMPANY WAS ESTABLISHED IN 2005. MANY OF DTM'S CREATIONS HAVE BEEN SHOWCASED IN MODIFIED MOTOR MAGAZINES, AND IT REGULARLY EXHIBITS AT CAR SHOWS AND MOTORSPORT EVENTS INCLUDING SEMA, FORMULA DRIFT AND AUTOCON. JUDGING BY THE STANDARD OF KELVIN'S EVO, IT COMES AS NO SURPRISE TO US TO LEARN THAT THE FIRM HAS BEEN DESCRIBED AS 'THE UNDISPUTED EXPERTS IN BODY KIT FITTING AND PAINTING'**

outfit, KTMotoring. It was Khiem's team that modified Kelvin's car's 4G63 lump so that it would produce a strong 525bhp under load. A wide variety of parts were ordered for the job, not least of all

## THE WIDE ARCH DO-LUCK BODYKIT OFFERS FUNCTION AS WELL AS FORM





# 'I'VE BUILT THE CAR TO BE ABLE TO WITHSTAND A LOT OF ABUSE!'



performance enhancing components that included HKS 280 camshafts and timing gear, an HKS GT11-7460R turbocharger, a wide core intercooler, uprated boost pipework, 1000cc RC fuel injectors, a Walbro fuel pump, a Nuke Performance fuel surge tank, Forge Motorsport alloy fluid reservoirs, an ARC radiator, a Race Pro tubular manifold and a Trust downpipe mated to an enlarged exhaust system.

KTMotoring's head tuner, Phillip Allsup, applied a custom

map to the new nuts and bolts, and Kelvin added a heap of anodised parts that add a welcome sparkle to his magnificent Mitsubishi's engine bay. It's a busy yet uncluttered area, helped along by a battery relocated to the car's boot space. The rear luggage area is also inhabited by a turret-clinging strut bar, indicating that this Evo's factory suspension system has been modified to suit the demands of the pokey powerplant. 'I bought a set of KW coilovers, adjustable top

mounts, a Progress rear anti-roll bar, ARC strut braces and a Cusco chassis plating kit,' continues Kelvin. 'The car's handling has been drastically improved since the installation of these parts, and its stiff ride and sharp cornering is ideal for a day at the races!' he laughs.

Whether Kelvin is attacking the asphalt or hitting the highway, spending time in this effervescent Evo is an absolute pleasure thanks to the figure-hugging Recaro bucket seats that provide something along

#### LUCK OF THE DRAW

**WHEN KELVIN SKETCHED HIS IDEAS FOR A WIDE-BODIED EVO IX, HIS COLLEAGUES AT DTM AUTOBODY RECOGNISED DO-LUCK AS THE 'GO TO' GUYS TO PROVIDE THEM WITH A SUITABLE BODY KIT. OFFERING FUNCTION AS WELL AS FORM, THE WIDE ARCHES, BUMPERS AND SIDE SKIRTS THAT MAKE UP THE MAJORITY OF A DO-LUCK STYLING PACKAGE ARE POPULAR THE WORLD OVER, AND THE COMPANY MANUFACTURES KITS FOR NISSANS, TOYOTAS, SUBARUS AND HONDAS, AS WELL AS THE MIGHTY MITSUBISHI LANCER EVO. CHECK 'EM OUT AT [WWW.DO-LUCK.CO.UK](http://WWW.DO-LUCK.CO.UK) OR VISIT [WWW.SUMOPOWER.COM/BRAND/DO-LUCK](http://WWW.SUMOPOWER.COM/BRAND/DO-LUCK) FOR PURCHASE OPTIONS AND PRICES**



## ENGINE

1997cc 4G63 DOHC 16-valve, KT Motoring custom map, HKS 280 camshafts and timing gear, HKS drive belt, ARC titanium valve cover, 1000cc RC fuel injectors, Walbro 255 fuel pump, Nuke Performance fuel surge tank, ARC wide core intercooler and upper intercooler pipe, Forge Motorsport alloy header tank, ARC radiator and coolant cap, ARC upper and lower radiator pipework, STM radiator brackets and polished ACD reservoir, Forge Motorsport alloy power steering reservoir, ARC oil cooler and oil cap, Taylor battery relocation kit, Optima Red Top 8010 battery, HKS GT11-7460R turbocharger, ARC intake, Race Pro tubular exhaust manifold, Invidia o2 sensor housing, A-Spec Titanium test pipe, Trust downpipe, ARC titanium cat-back exhaust

## PERFORMANCE

525bhp

## TRANSMISSION

Strengthened and rebuilt factory six-speed gearbox, uprated clutch, factory differentials

## SUSPENSION

KW Clubsport coilovers, adjustable top mounts, Progress rear anti-roll bar, ARC front and rear strut braces, ARC boot strut bar, Cusco chassis bracing

## BRAKES

Alcon Monobloc six-piston (front) and four-piston (rear) calipers with 355mm (front) and 330mm (rear) discs, Ferodo DS3000 pads

## WHEELS & TYRES

10.5x18-inch Volk TE37 SL Super Lap wheels painted fire engine red, ET15 offset, Toyo Proxes 888 295/30/18 tyres, Go Tuning titanium lug nuts

## EXTERIOR

Full respray in Lamborghini Grigio Telesto paint, Do-Luck wide body kit (comprising front bumper, wide wings, side skirts, skirt splitters, wide rear quarter panels, bumper splitters), carbon-fibre front canards, Voltex Type 7 GT Evo VII rear wing, C-West carbon-fibre bonnet, Craft Square polarised carbon-fibre door mirrors, JDM Evo VIII MR front and rear lights, ARC Windmaster inner wheel arch liner vents, Unlimited Work titanium bonnet stay

## INTERIOR

Recaro RS-G ASM Limited IS-11 bucket seats, Bride lower seat rails, Carbing rear seat deletion panel, Okyuma Dash six-point rollcage, OMP Tommi Mäkinen Ralliart edition steering wheel, Top Secret quick release steering wheel kit, Works Bell steering wheel hub, ARC polished gear knob, Ralliart carbon-fibre gear shifter panel, Ralliart gauge cluster, Gruppe-S 60mm gauge bezel, Defi gauges (oil temperature, oil pressure, boost), Zeitronix air/fuel ratio meter, Blitz electronic boost controller, HKS turbo timer, Pioneer AVH P6300BT headunit with integrated satnav system



the lines of creature comfort while holding him firmly in place as he plants his foot firmly to the floor. An Okyuma six-point rollcage surrounds him with safety while adding even more strength to the car's chassis, an OMP Tommi Mäkinen steering wheel, a modified dashboard and a carbon-fibre gear shifter surround deliver a race-ready feel to the cockpit, while Defi gauges, a Blitz boost controller and a Zeitronix air/fuel ratio meter provide valuable engine operating information and power control in a cabin that boasts a Carbing rear seat deletion panel.

As you would expect, the car's stopping power has been beefed-up by a big brake kit. In

this instance, Alcon six-pots, 355mm-discs and Ferodo pads do the job, but it's top end speed that's at the forefront of Kelvin's mind whenever he heads to his local racing circuit. That said, he did stop at the world-renowned SEMA show in Las Vegas following an invitation to display his Evo alongside others that have passed through DTM Autobody's workshop doors.

'I built the car to withstand a lot of abuse at the mercy of my lead foot,' he confirms. 'I didn't intend to give it a break following completion of the project, but I was happy to take time out when I was asked to exhibit the car at what is undoubtedly one of my

favourite automotive events. Rest-assured, I was back at the track as soon as the doors to the show were closed!' he says with a wry smile.

We like the cut of Kelvin's jib, and it goes to show that the excellent Lancer-Evolution is just as capable of captivating the imagination of a petrolhead today as it ever has been during its colourful two-decade long production run. That shouldn't come as a surprise to *Japanese Performance* readers, and we look forward to featuring many more modified examples of the mega Mitsubishi in forthcoming editions of the magazine. In the meantime, Mr Hsiu, we salute you, and your awesome Evo! **JP**





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**Y**ou don't have to have big power to have big fun. Of course, that's not something that will come as news to most of you living in England, what with the crammed road network that we have. In fact, combined with a stifling 70mph motorway limit, average speed cameras and a rapidly dwindling number of national speed limit roads, the phrase is probably more relevant to us Brits than to the population of almost any other country.

But there is one place where it is more relevant. And that is in the public car park of the Nürburgring Nordschleife, the most dangerous and challenging race circuit in the world (possibly a bit dramatic,

but also probably quite true), where track rookies queue up amongst hundreds of local experts, keen to sample this infamous track for the first time.

That is exactly where these cars come in, owned by Nürburgring car rental company Rent4Ring. After all, what's the point in loads of power if you don't even know when or where you should use it? Or, more crucially, when or where you shouldn't use it. Unless you're chasing a lap time that the Swift simply won't be able to beat, or have done enough laps that you need to take things to the next level, these cars are the best and most suitable to hustle around this mental 12.9-mile race circuit in the mountains. And, crucially, that goes for

experienced drivers as much as track newbies.

'The Swifts are so much fun; people really do miss out by going for something faster,' says Rent4Ring man (and Bridge2Gantry website owner) Dale Lomas. 'They're wasting their money renting stuff like M3s and 911s sometimes, because they'd be having more fun in a Swift.'

Rent4Ring co-owner, Fredy Lienhard, agrees, and still loves lapping in the Swift despite vast experience of the circuit in far faster cars. His enthusiasm for the Swifts is obvious – particularly when you're sat in the passenger seat of one while he's doing a lap in it...

The company has a whole fleet of Swifts on its books,





offered in two states of tune: Stage 1 and Stage 2. They drive quite differently to one another, but, as we found out on the Nürburgring F1 GP circuit (the Nordschleife unfortunately not available at the time), they also have the same friendly, fun, up-for-it character.

The white Stage 1 car is very close to being completely stock. It even looks and feels standard when you're sat in it: standard Sport seats, seatbelts and interior trim, with only a half 'cage hiding behind the seats

**WEAR 'N' TEAR**  
**ILLUSTRATING HOW HARDY THE SWIFTS ARE, THIS IS THE AVERAGE CONSUMPTION OF A SWIFT OVER ITS TWO-YEAR LIFE WITH RENT4RING: TWO CLUTCHES, 27 FRONT BRAKE PADS, THREE BRAKE FLUID FLUSHES, 52 SETS OF TOYO 888 TYRES AND ABOUT 8385 LITRES OF 98-OCTANE FUEL. YET IT NEVER BROKE DOWN AND, BEFORE IT WAS RETIRED, IT WAS DYNO'D AT 133BHP, HAVING BEEN REVVED TO A HIGH OF 8,761RPM ON ONE (CACK-HANDED) OCCASION. NOT BAD GOING!**

hinting at any track pretensions. The reason for this is that some Rent4Ring customers have never even been on a race track before, let alone one as challenging and at times busy as the 'Ring, so the experience is intimidating enough without the added unfamiliarity of being pinned low down into a tiny bucket seat by some chunky race harnesses.

Being pretty much standard means the Stage 1 is very easy to just jump into and drive fast. Eibach springs and Federal 595-RSR tyres mean it doesn't tie itself in knots or cook its rubber after only a few bends, but it still closely resembles a standard Swift in the way it handles. That means stability, composure and, of course, an ESP safety net (just as in the Stage 2 car), so you're never worried about what it's going to do despite it being a nimble, fun little thing.

## 'THE STAGE ONE CARS ARE VERY EASY TO JUMP INTO AND DRIVE FAST'

And it's quick and capable enough that you rarely want more. There's loads of grip from the Federals (modest 195/50/15s), so even when you think you're nibbling at their limit they still have a little in reserve should the corner do something you're not expecting, and the standard brakes are more than adequate thanks to Endless pads (TÜV approved, which is vital for modified cars

in Germany), competition fluid and braided hoses; the same setup as on Stage 2 cars.

The revvy little 1.6 is perfect too, allowing you to hang onto gears rather than forcing you into grappling with the gear lever at an inopportune moment. And while there's not much grunt low down, that is actually a good thing as it means you can properly stomp on the throttle early in a bend







without ploughing wide or getting flung about by a wild bout of torque steer.

As Dale says, when driving this car you should feel... nothing. As in, it's so easy to drive that you don't really think about it: 'The Stage 1 car is really for the beginner who just wants to experience the track and doesn't care about how fast they're doing it'. Although, just for the hell of it, we time my laps and a 2:54.9secs on my third and final flying lap is the result. No idea how that stacks up. 'Not all that impressively' is probably the answer.

The orange Stage 2 car benefits from far more track-orientated components and a more uncompromising setup. 'We do this because we're enthusiasts and love our cars, and this is how we would have the Swifts if they were our own,' explains Dale.

Obviously it feels more

serious from the moment you jump in. There are now Recaro bucket seats and OMP four-point harnesses, and a Wiechers full rollcage that definitely makes its presence felt. The sense of occasion goes up a notch, and you fully appreciate why the company doesn't want to make all the Swifts feel this extreme.

The Stage 2 continues to set itself apart the instant you get going. It feels perkier than the Stage 1, thanks to a custom-made single-exit rear silencer and a K&N panel filter, though a lot of this is probably due to the fact that it simply sounds a lot faster. Then there's the change in feel and noise from the more extreme Toyo R888 rubber, a glassier feedback given until they've warmed up and a whine emitted right from the off. You also feel the car moving around much more, at first assuming this is because the

tyres are cold.

It's not. Thanks to very trick Ohlins DFV Road and Track coilovers and a host of custom modifications to the stock components to tweak the geometry more to their liking, the Rent4Ring team have set the car up as a properly focussed track tool. It is now way more mobile at the rear, which you can bring into play to tighten a line or help with turn in, and you can plant your foot even earlier in a turn – like, at the apex-early – such is the grip and stability at the front axle. It feels way more nimble, too, despite weighing the same (what goes out in seats, returns in rollcage).

Instead of just having fun in the car there is a bit of seriousness to proceedings, as you have more to think about and more options to choose from to get around a corner neatly but quickly. When you do

#### THE NUMBERS

**WHEN RENT4RING REPLACED ITS OLD ZC31S SPORTS WITH THE NEWER ZC32SS, IT TOOK THE OPPORTUNITY TO WORK OUT WHAT THE ORIGINAL CARS WENT THROUGH. THE TYPICAL SWIFT DID 2,800 LAPS OF THE 'RING, AMOUNTING TO OVER 36,000 MILES AND 600 HOURS OF HARD TRACK USE, WITH 168,000 GEAR CHANGES AND 180 MILLION ENGINE REVOLUTIONS, ALL IN THE HANDS OF 457 DIFFERENT DRIVERS. PHEW!**

#### PRICES

**STAGE 1: FROM 129€ (ONE HOUR DURING THE EVENING) TO 349€ (FULL DAY) FOR UP TO TWO DRIVERS. STAGE 2: FROM 199€ (TWO HOURS) TO 399€ (FULL DAY) FOR UP TO TWO DRIVERS. CONSIDERING IT MEANS YOU'RE NOT RISKING YOUR OWN PRIDE AND JOY, AND YOU DON'T HAVE TO WORRY ABOUT WEAR AND TEAR EITHER, WE'D SAY THAT'S DECENT VALUE FOR MONEY**





# TECHSPEC

## ENGINE

Standard 1.6-litre, 4-cyl, 16v  
(Stage 2 has custom-made rear box  
and K&N panel filter)

## TRANSMISSION

Standard six-speed manual gearbox

## SUSPENSION

Standard shocks with Eibach Pro  
30mm lowering springs (Stage 2 has  
Ohlins DFV Road and Track coilovers  
and custom modifications for bespoke  
geometry)

## BRAKES

Endless brake pads, competition fluid  
and braided hoses

## WHEELS & TYRES

7x15in Motec alloys with Federal 595-  
RSR tyres (Stage 2 has 7x15in Motec  
alloys with 195/50/15 Toyo R888 tyres)

## BODY

Standard

## INTERIOR

Standard except for a Wiechers half  
rollcage (Stage 2 has Wiechers full  
rollcage, Recaro bucket seats and  
OMP harnesses)

## RENT4RING

Web: [www.rent4ring.de](http://www.rent4ring.de)  
Email: [info@rent4ring.de](mailto:info@rent4ring.de)  
Tel: +49 160 1740386  
(English speaking)



get it right the improvement in speed is startling, and only my second flying lap is a 2:51.4. A bit of rain on the last two corners of the third lap meant we weren't going to go any quicker, but I was already a second down at that point. Almost five seconds a lap just with a more focussed chassis and more grippy tyres. Something to think about if you're in the process of building a similar track car.

There was a whole heap more time to be had as well, but more familiarisation of the Stage 2's handling would be needed (and more skill would help too, obviously). To prove how much quicker it can be, the fastest Nordschleife lap Fredy has

managed in the Stage 2 Swift is 8min 35sec from bridge to gantry, while the Stage 1 only just gets under the nine minute mark. Which is still bloody good going, it must be said.

Even on the far less challenging GP circuit these cars were an absolute blast and would have kept me entertained all day. On the Nordschleife, I would be more than happy with the Stage 1 car for days and days, and only once I knew which way the track went for the whole 13 miles would I think about moving onto the Stage 2.

That car gives you a whole new facet of the lapping to master, as well as moving things up another level or two in the excitement stakes, and you

## SUSPENSION

**YOU MIGHT BE WONDERING WHY THE SWIFTS RUN SUCH A HIGH RIDE HEIGHT, CONSIDERING THAT THEY'RE TRACK CARS. IT'S ALL TO DO WITH USABILITY FOR BEGINNERS, AND THE UNIQUE DEMANDS OF THE CIRCUIT. THERE ARE A LOT OF BIG SUSPENSION COMPRESSIONS DURING THE LAP, AND THE ABILITY TO RIDE CURBS IS ALSO IMPORTANT, SO PLENTY OF SUSPENSION TRAVEL IS REQUIRED AS WELL AS LOTS OF CLEARANCE FOR THE SUMP**

wouldn't need anything more powerful or challenging until you'd done so many laps that you were overtaking the Porsches and BMWs anyway. 134bhp doesn't get any more fun, so you really don't need any more power. A Suzuki Swift track car suddenly seems like a very good idea indeed... **JR**





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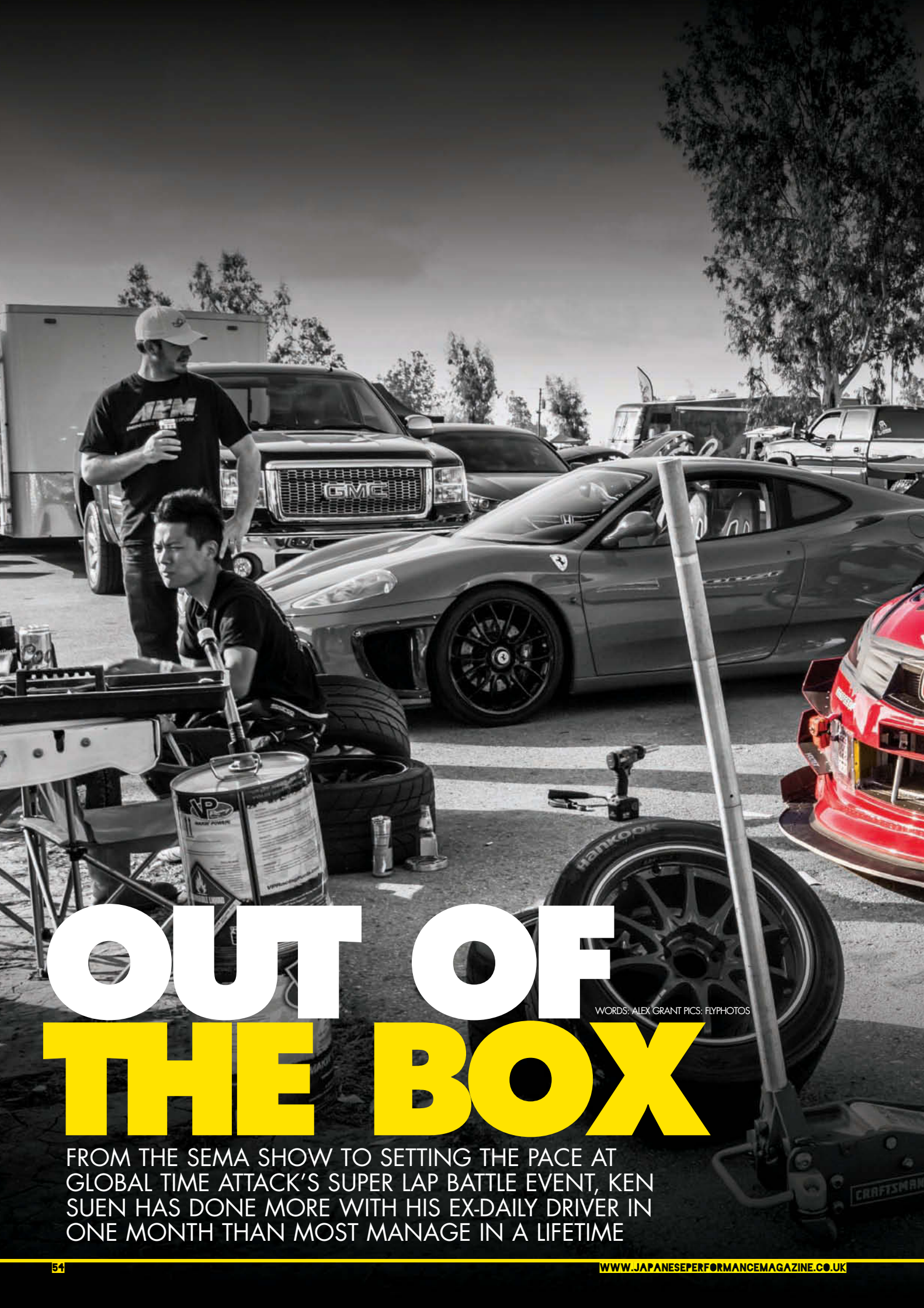
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# OUT OF THE BOX

WORDS: ALEX GRANT PICS: FLYPHOTOS

FROM THE SEMA SHOW TO SETTING THE PACE AT GLOBAL TIME ATTACK'S SUPER LAP BATTLE EVENT, KEN SUEN HAS DONE MORE WITH HIS EX-DAILY DRIVER IN ONE MONTH THAN MOST MANAGE IN A LIFETIME





**A** mild Californian autumn wind kicks up a swirl of dust over Buttonwillow's sunbaked Tarmac, and somewhere in the distance there's an aggressive bark of on-cam VTEC that's getting louder. At the wheel, owner Ken Suen is out to take a class win at the 2014 Global Time Attack Super Lap Battle, and he's not hanging about.

To be honest, he could be forgiven for taking it slowly. The flash of red, the FA5 Civic

Saloon he's pedalling, started out as his daily driver, and an under-bonnet failure in 2013 caused a fire that torched half the interior and put it out of action for the start of 2014. BigRed, as the Honda is best known, had a rough year.

But it's looking up. We bumped into Ken and the Civic at the SEMA show just a couple of weeks before our shoot and without scarred paintwork or charred interior it would be easy to assume it's a pampered





# I'VE RESISTED GOING FOR FORCED INDUCTION TO SHAVE OFF LAP TIME'

showcar rather than competitive racer. Good going for something that started out as a daily drive.

Ken rolls back into the pits and sheds his bright red helmet before stepping out for a breather. So, how exactly did this make the transition from street to Super Lap?

'I got hooked on circuit driving back in 2011,' he says. 'I'd had the car for three years by then, just using it as a daily beater on wheels and coilovers.

But I took it to an open trackday in 2011 then, in 2012, I started competing in Time Attack. It's just grown from there really.'

But that's an evolution that he hasn't made any simpler. Now in its third Time Attack season, and even after a catastrophic engine fire, Ken has so far resisted any sort of forced induction to shave seconds off its lap times.

Instead, the Civic's latest engine setup is a hybrid

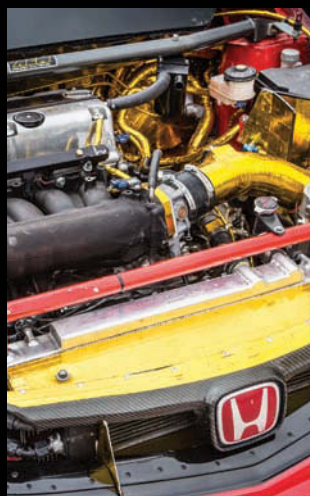
K24/K20 built by Honda and Acura specialist Sportcar Motion and tuned by California's Church Automotive, where it made an impressive 330bhp and 230lb ft at the wheels on its last rolling road session. That's enough for the Honda to punch well above its weight.

'Naturally aspirated is a Honda thing – to me it's just so much better. I prefer the quick throttle response and the high revving character, plus I have

fewer heat issues and there's less need to worry,' he explains.

Front-wheel drive is also unusual, and a challenge even in a grid as diverse as Time Attack, but it's something Ken is just as committed to. But he admits he's had a good lead, with advice from Loi Song of Sportcar Motion to help get the most out of what's often seen as the 'wrong' driven wheels.

'Sportcar Motion has so much knowledge on front-wheel





# STREET CLASS

WHILE IT MIGHT SOUND LIKE AN EASY ENTRY POINT TO GLOBAL TIME ATTACK, THE RULES FOR STREET CLASS ARE TOUGH TO MEET WHILE STAYING COMPETITIVE. THE CHASSIS AND FLOORPAN ARE NOT ALLOWED TO BE MODIFIED AND CARS MUST USE STANDARD FUEL, ROAD TYRES AND STILL HAVE A CATALYTIC CONVERTER IF IT WAS FITTED AT THE FACTORY. CARS ARE ALSO LIMITED TO FOUR CAMSHAFTS, SMALL DIFFUSERS AND A WING LOWER THAN THE ROOFLINE TO ENTER, AND MUST HAVE MOST OF THE INTERIOR WITH GLASS WINDOWS







drive Hondas, all I have to do is listen,' he laughs. 'Which is probably the hardest thing for most people to do, but when you meet someone that has that amount of knowledge, why go through all the trial and error?

'It amazed me how fast they could get a front-wheel drive car around the track – it's easily able to beat, or at least keep up with, four-wheel drive or rear-wheel drive cars.'

But when the engine went up in smoke last year, the unplanned rebuild meant that Ken was able to re-think some of the work that had gone into the car beforehand and get it

ready to set new records. Version two is a very different machine as a result.

Ken walks us through a handful of old phone camera pics, taken almost exactly a year ago, to show just how much was rebuilt. Scorched and propped up on axle stands, nothing of the old front end was carried forward, and with the charred interior removed, Gary from Design Craft Fabrications was able to strengthen the shell with a rollcage and front-end bracing for the huge front splitter – an item designed by Ken himself.

Wrapped around the

strengthened engine bay is a pair of Feel's wings, supplied through ZestJDM, and a Mugen RR bumper flanked by Voltex canards for extra downforce. The bonnet is a custom-built item, made by Ken Suen Racing, which uses a modified NSX-R vent to aid cooling by allowing air from the splitter to escape after it has made its way through the bay. Another of Ken's own items, a wild rear diffuser, and a Type-4 carbon-fibre wing take care of rear-end downforce, the latter being mounted directly to the chassis to give it extra strength and efficiency as it eliminates the

**K20/K24 ENGINE**  
A POPULAR SWAP ACROSS THE POND, THIS PAIRS THE HEAD OF THE 2.0-LITRE K20 ENGINE FITTED TO THE CIVIC AND INTEGRA TYPE R, WITH THE 2.4-LITRE BLOCK FROM THE US-SPEC ACCORD OR CR-V. IT'S A BEST OF BOTH WORLDS ENGINE, RESULTING IN LARGER CAPACITY BUT WITHOUT MOVING TO THE ECONOMY-FOCUSED VTEC SETUP USED IN NON-SPORTING HONDAS, AND PRODUCES AROUND 240-250BHP







## ENGINE:

K20/K24 engine built by Sportcar Motion, Golden Eagle sleeved K24A2 block, 13.3:1 compression JE pistons, ported K20 cylinder head, Drag Cartel Stage 4 camshafts, Supertech valves, RC Injectors 550cc injectors, KSR 3.5in intake with K&N air filter, Hybrid Racing hoses

## TRANSMISSION:

Competition Clutch uprated clutch

## SUSPENSION:

JRZ RS Pro coilovers, Godspeed rear camber arms, AEM front strut bar

## BRAKES:

Front TL Type-S Brembo brakes, Project Mu Club Racer front and rear pads

## WHEELS AND TYRES:

9.5x17in ET13 (front) and 8.5x17in ET24 (rear) Volk Racing CE28RT wheels, 255/40/17 (front) and 225/45/17 (rear) Hankook Ventus RS-3 tyres



## EXTERIOR:

Feel's front fenders modified by KSR, Mugen RR front bumper, Voltex canards, Type-4 wing chassis-mounted by Design Craft Fabrication, Ken Suen Racing NSX-R bonnet vent, Ken Suen Racing front splitter and rear diffuser

## INTERIOR:

Full rollcage by Design Craft Fabrication, Stack gauges, suede Personal steering wheel, Bride fixed bucket seat

## THANKS:

Godspeed Project, Sportcar Motion, RC Injectors, E-auto, Berk's Technology, PlatteForme AG, Golden Eagle Rods, Torco Oil, Hankook Tires, Competition Clutch, Torco Oil, RC Injector, HybridRacing, Hasport, DTM Autobody, Stack Limited, CT-Engineering

# 'THE MUGEN RR FRONT BUMPER IS FLANKED BY VOLTEX CANNARDS'

potential flexing that can happen with body-panel-mounted aero parts.

One of the restrictions of the class includes the need to run an interior, which meant Ken had to replace the dashboard and door cards that were damaged in the fire, this time cutting them to fit around the new rollcage. This might not be a daily driver any more, but Ken reckons you could still enjoy it as a fast road car between trips to the track.

'I've had a few setbacks, but nothing that would stop me completely,' he says. 'Being on track is the only place where I can clear my mind and just

focus on setting the fastest times. Nothing else bothers me.'

That's clearly an addiction that is taking hold. If the transformation over the last year, or even the move from road car in the last three years, is impressive, then it's 2015 where this will really start flying the flag for front-wheel drive in Time Attack.

'The goal is to shave another three seconds off my lap times in the street class, then move up to limited class,' he says, closing the bonnet on the still-baking engine bay. 'But I'm sad to say I will have to go forced induction to keep up with the big boys when that happens.

BigRed will have a full K20 engine with a Jackson Racing supercharger for next season, and hopefully some new records to set.'

In the meantime, the Civic has earned its keep. A fortnight after the SEMA show and just over a year after it almost burned out completely, Ken's two-wheeled antics scored a personal best and a front-wheel drive street class win at Buttonwillow with a 1min 55.602 second lap time. Already quicker than many forced induction entrants with power going to the back wheels, BigRed is sizing up for an impressive 2015. **JP**





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# FIGHTING TALK

WHEN WESTLY YACINTHE DROPPED A 2JZ-GTE UNDER THE BONNET OF HIS BRUISING PURPLE/BLACK RX-7, HE KNEW IT WOULD PROVOKE THE ROTARY FAITHFUL... HE JUST DIDN'T CARE!

WORDS: AARON BONK PICS: GARRETT WADE

**W**estly Yacinthe isn't looking for a fight when he says that the Toyota Supra's 2JZ-GTE engine is superior in every way to Mazda's 13B-REW rotary, he sees it simply as fact.

'The 2JZ is everything I want and need it to be – powerful, aggressive, and, most importantly, reliable,' he says. 'You can't always put those three requirements in the same sentence as the word rotary.'

Now, although Westly isn't purposely looking to cause

trouble, that doesn't mean that at least one rotary die-hard wouldn't mind popping him on the chin for the sort of automotive sacrilege he's seemingly committed. Criticism he hasn't managed to escape following the swap of the imposing Supra engine into his 1993 RX-7 – a transplant that is every bit as complicated as it sounds and every bit as rewarding as you think it is.

The engine conversion transcends a simplified box-full o' mounts, brackets, and











hardware, and instead requires a refabricated subframe and relocated steering system that, according to Westly, had to be carefully modified so as not to disrupt the Mazda's excellent weight distribution. As such, the engine was positioned as low and as far back as was possible in an effort to retain the car's 50/50 weight balance so that, despite the 1,038bhp it churns out, it still handles the way that Mazda intended – which, with the help of the TEIN Super Street coilovers and Pettit Racing rear launch suspension kit, is to say pretty damn brilliantly.

The quadruple-digit power figure starts with a single-turbo conversion based upon a Borg

Warner S475 that's strapped to the inline-six by a custom exhaust manifold and feeds boost through four-inch intercooler piping before being chilled by a Race Parts Solutions front-mounted intercooler. This vast amount of cooled charge is then fed to the cylinders, each of which house strengthened JE pistons and BC connecting rods. A MagnaFuel 750 fuel pump and fuel pressure regulator, custom rear fuel sump, Aeromotive fuel filters, custom fuel rail and a set of Bosch 1,600cc/min. fuel injectors then supply the veritable Tsunami of high octane fuel that's required in order for the 2JZ to pump out over 1000 ponies. The motor itself is also

beefed up with a set of ARP main and head studs, to eliminate the likelihood of the head lifting under high boost. Cam timing is taken care of by a set of HKS 280° camshafts driven by Titan Motorsports adjustable camshaft gears. The head itself has been ported and polished and features BC dual valve springs and titanium valve retainers, essential to allow it to efficiently flow the amount of air needed for such big power figures.

On the exhaust side of the equation, the spent gases exit via a GReddy Titanium tip which is connected to a one-off custom exhaust system, which is as you would expect considering the rarity of the FD+2JZ

combination.

And if the monstrous motor can't summon up enough grunt to satisfy its power-hungry owner, then Westly has seen fit to install a Pro-Flow nitrous bottle with Nos purge and nitrous solenoids, to give the lump an extra shot of performance at the top end, as well as aiding the spooling of the enlarged blower.

But in the scheme of this build, making such monumental power is the easy part...

Since the six-cylinder 2JZ-GTE's introduction in 1991, engine builders and tuners have pushed its limits, even eclipsing the 2,000bhp mark, so Westly's 'paltry' 1038bhp is comparatively small fry. The RX-7's rear



2J INTO FD DOES GO!  
**FITTING THE SUPRA'S  
 TURBOCHARGED STRAIGHT-SIX  
 INTO THE SPACE ORIGINALLY  
 DESIGNED FOR A COMPACT TWIN-  
 ROTOR WANKEL IS NO EASY TASK  
 AND, TO ALLOW THE RX-7 TO  
 RETAIN ITS EXCELLENT WEIGHT  
 DISTRIBUTION AND HANDLING,  
 WESTLY HAD TO RE-FABRICATE THE  
 SUBFRAME AND RELOCATE THE  
 FACTORY STEERING SYSTEM. THIS  
 THEN ALLOWED THE NEW LUMP TO  
 SIT AS LOW AND FAR BACK AS  
 POSSIBLE, TO OPTIMISE  
 THE MAZDA'S HANDLING**



## 'OVER THE YEARS, TUNERS HAVE PUSHED THE 2JZ TO THE LIMIT'



differential – through which all of that power and torque is transferred – however, is an entirely different story. Westly annihilated three of them as it turns out, along with a pair of axles and a driveshaft before converting to a Ford Mustang Cobra layout. Although he isn't the only one who knows how strong Ford's 8.8in differential is, which made sourcing one a challenge. 'Retrofitting it to the FD chassis is nowhere near as difficult as you'd expect it to be thanks to Samberg Performance Fabrication, who specialise in the conversion,' Westly explains. Samberg, whose primary line of work focuses on Chevrolet LSX engine swaps for the third-







generation RX-7 – an altogether different form of RX-7 blasphemy – was called upon for its bolt-up Cobra conversion kit that allows Mazda heretics like Westly to take advantage of the tougher rear-end and put a stop to driveline failures once and for all. Also, in order to ensure that the Supra's gearbox didn't meet the same fate, he reached out to off-roading Toyota transmission specialist Marlin Crawler to disassemble and rebuild the R154 'box to how they saw fit along with a matching heavy duty Competition Clutch twin-puck clutch.

Obviously, with so much power at the disposal of his right boot, Westly has done the

sensible thing and fitted a full complement of uprated stoppers to ensure the Mazda stays shiny side up at all times. The upgrade of choice came in the form of a Wilwood master cylinder that supplies a huge StopTech big-brake kit at the front and a Racing Brake brake kit at the rear, both fitted with Hawk HP+ pads and StopTech STR 660 fluid that flows through steel-braided lines. An ASD Motorsports hydraulic handbrake has also been spec'd to give Westly an edge when it comes to getting his drift game on.

Westly calls his RX-7 his everyday car and, despite the 1,000-plus-bhp, he isn't joking...

'I wanted something that I






could drive daily, drift, drag and even hard parked,' he says. 'To build a car that was capable of whatever I felt like doing on any given day – car shows, trackdays and the occasional whooping of supercars' asses on the highway.' But this FD isn't just about breaking off £200K pieces of Italian machinery. The Southeast Florida native and decades-old Japanese sports car fan admits that the mid-1990s is where his automotive soft spot lies – a sentiment that led to the car's almost ostentatious VeilSide tome. Pursuing what he calls an 'old-school JDM theme,' Westly hand-picked what he could from the VeilSide catalogue, including its gauge cluster, steering wheel, the,

now-discontinued 9.5x18in front and 10.5x18in rear Andrew Racing V wheels and the company's duly archetypal Combat II aero kit. All that's stopping the VeilSide pattern from being complete is a pair of seats, of which he's diligently on the hunt for, but are currently being replaced with a pair of Corbeau Forza seats and Takata harnesses.

Patience, and what he calls a 'do-it-right-or-don't-do-it-at-all' attitude, are both convictions that Westly says are more marked within himself now than they were before beginning the RX build just a year and a half ago. Of learning to wait, he says: 'I saved up for the parts that I wanted. With some of them being rarer than others, I

had to either wait for them to pop up or do some serious sweet-talking to someone who had them.' But perhaps more than anything, Westly's learned to deal with his detractors – those who, for reasons unknown, aren't terribly happy to see a Toyota mill crammed into the front-end of a Mazda. 'The hardest lesson I learned is that people will always have their own opinions – that the vision that you put together doesn't always match what they wanted you to do,' he says. 'Personally, I basically just lost faith in the rotary. I went through three of them in six months. I'm sick of justifying why I decided to go with the 2JZ to rotary heads. Can't we all just get along?' 

THE 1990S WERE TRULY A GREAT TIME TO BE A PETROLHEAD, ESPECIALLY ONE THAT WAS INTO JAPANESE CARS. AROUND THIS TIME, THE JAPANESE SCENE WAS REALLY STARTING TO BLOSSOM AND VEILSIDE WAS ONE OF THE BIGGEST NAMES IN THE BUSINESS, CREATING SOME OF THE MOST INCREDIBLE AND OUTRAGEOUS KITS TO BE SEEN ON THE STREETS. WESTLY IS A SELF-CONFESSED '90S ADDICT, AND HAS STYLED HIS RX-7 ON HIS HERO CARS THAT HE USED TO WORSHIP BACK IN THE DAY. HIS RX-7 MAY BE 22-YEARS OLD AND WEARING WHAT MANY WOULD CONSIDER TO BE A DATED KIT, BUT COMBINED WITH THAT MONSTER OF A MOTOR, WESTLY WOULDN'T HAVE IT ANY OTHER WAY... AND NEITHER WOULD WE!

**'WESTLY CALLS THIS HIS EVERYDAY CAR, EVEN WITH OVER 1000BHP!'**



## TECHSPEC

### ENGINE:

2JZ-GTE engine, JE pistons, BC connecting rods, ARP main and head studs, HKS 280° camshafts, BC dual valve springs and titanium valve retainers, ported and polished cylinder head, Titan Motorsports adjustable camshaft gears and billet timing belt tensioner, MagnaFuel 750 fuel pump and fuel pressure regulator, custom rear fuel sump, Aeromotive fuel filters, custom fuel rail, Bosch 1,600 cc/min. fuel injectors, Borg Warner S475 turbocharger, custom exhaust manifold, custom exhaust system, Greddy Ti-C exhaust tip, TIAL MV-R wastegate, Race Parts solutions front-mount intercooler and four-inch intercooler piping, nitrous Pro-Flow nitrous bottle, ZEX bottle warmer, Nos purge and nitrous solenoids, Auto Meter nitrous gauge, custom purge/intercooler spray bar system, A'PEXi AVC-R boost controller, AEM series 2 engine management and digital wideband controller, custom relay board, switch panel and power distribution

### TRANSMISSION:

Marlin Crawler-built R154 Supra transmission, custom shifter extension, Driftnation short shifter, Competition Clutch twin-puck clutch, Ford Cobra 8.8in rear differential, Samberg Performance differential mounting kit, Driveshaft Shop driveshafts

### SUSPENSION:

TEIN Super Street coilovers, Pettit Racing rear launch suspension kit

### BRAKES:

StopTech big-brake kit (front), Racing Brake brake kit (rear), Hawk HP+ pads (rear), StopTech STR 660 fluid, steel-braided lines, ASD Motorsports hydraulic emergency brake, Wilwood master cylinder, deleted ABS system

### WHEELS & TYRES:

(front) 9.5x18in (ET+6) and (rear) 10.5x18in (ET+22) VeilSide Andrew Racing V wheels, with 225/40/18 (front) and 265/35/18 (rear) Achilles ATR sport tyres

### EXTERIOR:

VeilSide Combat II aero kit, RE Amemiya sleek headlight kit and carbon-fibre GT spoiler, custom black/midnight-purple paint

### INTERIOR:

Race Shop roll-bar and harness bar, Corbeau Forza seats, Takata harnesses, VeilSide carbon-fibre steering wheel and gauge cluster, NRG quick-release steering wheel hub, Prosport gauge pods, Seibon carbon-fibre door panels, Pioneer DVD navigation system, DB 10in subwoofer, Whelen rear amber light

### THANKS:

Steady Performance and repair, Lincoln Auto Body and NP Auto Care, Race Parts solutions, Pettit Racing, Mark Snellman, Aaron Messmer and Ben Bradner of Bradner High Performance, and Anthony 'The Tyre Guy'. [www.aemelectronics.com](http://www.aemelectronics.com), [tein.com](http://tein.com)



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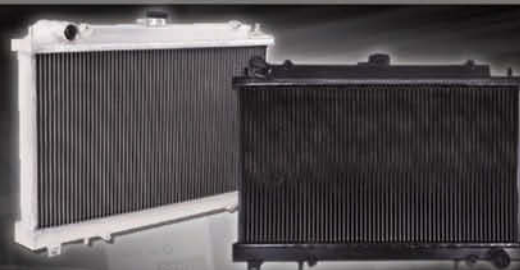
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# BRAKING WITH TRADITION

WITH ROOTS THAT SPAN BACK OVER FOUR DECADES AND EXPERIENCE RIGHT UP TO F1 LEVEL, ITALIAN BRAKE COMPANY **TAROX** HAS 'BEEN THERE' AND MOST DEFINITELY 'DONE THAT'. BUT HOW DOES IT DESIGN AND MANUFACTURE ITS DISTINCTIVE PRODUCTS? WE WENT TO ITALY TO FIND OUT MORE

WORDS PAUL COWLAND PICS TAROX



**D**iscovering how a company founder began his or her career often tells you everything you need to know about the DNA of the firm that they run. A banker or accountant? Usually means that their business runs on sound financial footings. A manager of some sort? Usually makes for slick and efficient operations. But a stunt driver? Yeah! That's more like it... I think we'd all like to work for a company started by somebody that thinks that driving a car on two wheels is a sensible way to pay their mortgage. Doesn't sound all that corporate, does it?

But that's how the story begins for the Italian brake manufacturer Tarox. Wind the clock back to the 1960s and a dashing young chap called Gianni Taroni was making quite a name for himself on the circuits and film sets of Italy. Clearly a talented wheelman, Gianni balanced a hectic schedule between racing and paid stunt work, filming many TV adverts for Italian car makers and ad agencies. Demanding much of every car that he drove, it didn't take him long to realise that the brakes of many of the cars he was being asked to drive clearly weren't up to the job. When a particular stunt kept frying the factory brakes again and again – he decided to do something about it – and the germ of the idea that would eventually become Tarox was born.

Gianni had originally begun experimenting with rudimentary friction materials from a very early age. While still in short trousers, in his first workshop, he refined a compressor-based brake system very similar to today's ABS. Later on, knowing what his stunt cars needed, he quickly mastered the art and started to create truly effective stoppers that out-performed even the very best OEM brakes. Pretty soon, his racing mates and fellow stunt performers were queuing

up to persuade him to make a set or two for them – and when this trickle became a flood, the 'Tar' in Taroni became the 'Tar' in Tarox – and our story truly begins. Early incarnations of the new Tarox brand endured extreme testing with ex-Ferrari driver Gian Carlo Baghetti, who entered a Rally Raid with Gianni from Cape North to Cape Town in an Alfetta, quickly followed by the Milano-Calcutta event with an Alfa Sud, and then Terra de Fuego – Alaska in a Fiat 131. With creditable results in all events, the young Taroni knew that he was on the right track.

Founded in 1976, the fledgling company quickly gained a reputation for superb craftsmanship, backed by good-old fashioned customer service. Creating effective solutions from day one soon put them on the radar of F1 teams, seeing them land their first contract a few years later. 1979 saw the first Tarox F1 victory with the Ligier team, followed by outright championship victory a mere three years later with Keke Rosberg in his Williams.

**THE TECHNOLOGY IN TAROX BRAKES HAS BEEN GLEANED FROM YEARS AT THE FOREFRONT OF TOP FLIGHT MOTORSPORT. EVEN WINNING F1 TEAMS HAVE USED THE ITALIAN COMPANY'S SUPER STOPPERS, AND IF THEY'RE GOOD ENOUGH FOR THEM...**







To achieve such greatness so early on in the company's history was to set the future engineering benchmark for what was to follow.

Although the firm had clearly earned its stripes in the most demanding arena of motorsport, the burgeoning team soon turned its attention to the blossoming road car market. After creating the first grooved motorsport discs in the early '80s, this technology was soon 'trickled down' to the road range, creating some epic designs like the 'Sport Japan' – a design still popular today.

1992 saw the firm's first six-pot caliper kit and by 1995 Tarox had outgrown its original premises, moving to an impressive 2,000 square metre facility in the picturesque town of Osnago in Italy. Situated perfectly between the Monza circuit for track testing and the very same Lake Como roads oft-favoured by James Bond movie location scouts for their tortuous turns, Tarox quickly began investing heavily in state of the art design and manufacturing software and machinery to allow then to produce simply stunning calipers – as well as developing a unique two-stage finishing process for all of their discs.

The innovations kept on coming. The first 10-pot caliper, then the first 16-pot! The team were

on a roll! Ever with an eye on quality, first full TUV approval was gained, quickly followed by ISO9001 accreditation. The Italians may have a reputation for being a laid back bunch, but the Taronis approached the engineering process with a steely determination and what can only be described as Germanic efficiency. More recently, Tarox has become one of very few brake companies to gain the rigorous ABE accreditation too, confirming their place as one of the leading global brake manufacturers.

Obviously, all of this growth wasn't possible with just the original team. Over the years Tarox has grown to encompass offices in Germany, Japan and the UK, employing dozens of dedicated staff. Charmingly – and neatly conforming to our UK perception of Italian business – the firm is still very much family owned. Gianni is sadly no longer with us, but now his daughter Valeria runs the show on a day-to-day basis with her father's eye for detail and quality very much at the fore. Despite the company's present size and £2m stock-holding, the ethos and atmosphere is still very much how it was when Gianni opened the doors back in the late 1970s.

**FIT FOR PURPOSE, TAROX BRAKES COME IN A HOST OF DESIGNS FROM DIMPLED AND GROOVED, TO SLOTTED, DRILLED AND FULL CARBON CERAMIC MEANING THAT EVEN THE MOST DEMANDING ROAD OR RACE APPLICATIONS CAN BE CATERED FOR**

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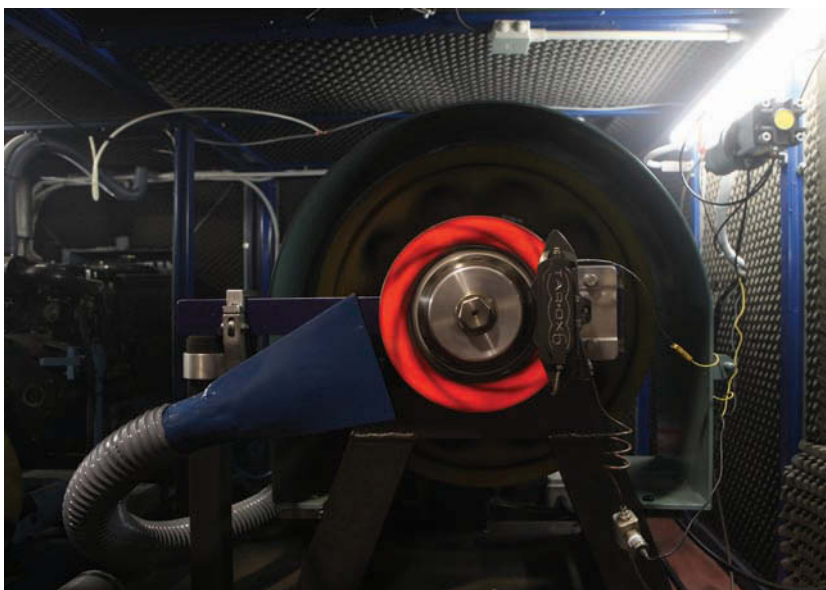
**ALL TAROX DISCS AND CALIPERS ARE PUT THROUGH GRUELLING 'LAB' TESTS TO ENSURE THAT THEY MEET THE DEMANDING SPECIFICATIONS SET FROM THE FACTORY. THIS INCLUDES RUNNING THE BRAKE KITS UNTIL THEY ARE RED HOT ON AN INDUSTRIAL DYNAMOMETER (PICTURED) TO A HOST OF STRESS TESTING MACHINES TO TEST TOUGHNESS AND LONGEVITY - IT'S A HARD LIFE BEING A SET OF TAROX BRAKES!**

The process of developing new brake fitments is still very 'organic', with the look and feel of the conversion being just as important as the quality of the engineering and the efficacy of the retardation. Whenever a new model is identified as being important, an example is always bought, hired or borrowed and brought to the factory for a full shakedown consisting measuring the OEM setup and recording its efficiency (or otherwise) on a wide range of surfaces and conditions including Monza, obviously, as well as Fiat's low adherence track at Balocco and the more 'real-life' setting of the Lake Como roads. Once back at the factory, the design team then starts with direct OEM replacement sets, creating the tooling for the pad material as well as programming the CNC machinery to produce the discs. Every Tarox disc is hewn from a solid billet in a two-stage finishing process. It's one of the many reasons that Tarox brakes work so well on track. After this, an exhaustive set of gruelling 'lab' tests, including an industrial sized dynamometer and various stress-testing machines analyse the brakes' capabilities to ensure that everything performs precisely to specification.

After that, the team are left to go mad,

developing the larger brake conversions or, where appropriate, motorsport kits for key tuner models and one make series. In all cases, the attention to detail is just as fastidious and everything is shaken down and tested at Monza or Balocco and overseen by Valeria before it's signed off and added to the range. This personal approach to quality control has led Tarox to become the 'go to' people for many race teams and supercar manufacturers looking for low volume, high performance solutions. Count Koenigsegg, Saker Sports Cars and Donkervoort as just three big names that make up the past and present client book of this capable engineering firm.

So what does the future hold for Tarox? Well, it seems that recently, the firm is very much looking back to its enviable motorsport heritage and creating road car applications from racecar technology. Tarox continues to push the boundaries of manufacturing, safety and quality for racers and trackday enthusiasts who refuse to compromise on braking performance. So, if you feel the need to get your track weapon stopping as well as a Koenigsegg, or a Saker... you know where to go! 







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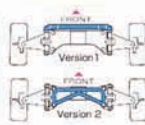
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WORDS: GUY BAKER PICTURES: DAN SHERWOOD

**OUR  
TARGET?**  
TO BEAT THE TOYOTA  
SUPRA TWIN TURBO'S  
13.3-SECOND  
QUARTER-MILE TIME



**T**oyota's Supra Twin Turbo – designed at a time when Japanese performance cars ruled the world – delivers genuine supercar performance. With anything from 280bhp to 326bhp on tap straight from the factory, a manual Mk4 Supra Twin Turbo will storm to sixty in less than five seconds and press rapidly on to a limited 155mph top speed. Take the limiter off and we're talking 170mph plus. And the automatic version isn't much slower either.

With Toyota's super-durable 2JZ-GTE

twin-turbo straight-six motor as its heart the standing quarter is dispatched in around 13.3 seconds – a seriously quick time even by today's standards. And the July 1997-on models also come with VVTi heads to maximise the engine's potential – a hard target to beat then.

Launched in Japan in 1992 the UK models claimed 326bhp as standard, as well as a sumptuous spec including a limited-slip diff, a large rear spoiler, cruise control, heated front seats and leather trim. And

although UK imports ceased in 1996, JDM production continued until 2002 – so there are plenty of decent imports around from as little as £8500.

In terms of rival starter cars and potential modifications, the possibilities are almost endless. But after considering a whole heap of different options, and chewing them over with the UK's top tuning houses, we've sifted out three of the best starting points – and the most cost-effective modifications – to enable us to beat the legendary Supra Twin Turbo.



# CONTENDER NO. 1

# MITSUBISHI

# LANCER EVO VI

## (1999 TO 2000)

### MITSUBISHI LANCER EVO VI GSR SPEC

ENGINE 1997CC  
 MAX POWER 280BHP @ 6,500RPM  
 MAX TORQUE 274LB FT @ 3,000RPM  
 TRANSMISSION 5-SPEED MANUAL  
 WEIGHT 1360KG  
 MAX SPEED 150MPH  
 0-60MPH 4.4 SECONDS



**M**itsubishi's epic Lancer Evo, in almost any incarnation, is an obvious contender for this challenge, but whilst the earliest Evos can be extremely cheap, they aren't quite as quick or as readily tuned as the later models, with the Evo V and Evo VI offering the best compromise between affordability and ease of tuning. A budget of £7000 upwards will buy either model, but there are more Evo VIs for sale in the UK right now, with factory-spec cars making the quarter mile in around 13.5 seconds – just a couple of tenths down on our Supra target.

Official UK examples didn't arrive until January 1999, and

these GSR versions, which were prepared by Ralliart UK, claimed a better spec than the stripped out RS and RSX models – which also lacked AYC. However, these cheaper Evos, which were used as the basis for rally cars, did possess a closer-ratio gearbox designed for maximum acceleration rather than top speed. So an RS or RSX model might actually prove a better starting point for this challenge.

But whichever Evo VI model you start with, the Mitsubishi's clever AYC system assures astonishing levels of grip and body control, whilst factory-fit Brembo brakes will stop you safely, even after repeated high-speed quarter-mile runs.

### MITSUBISHI LANCER EVO VI BUYING TIPS

- CHECK FOR RUST INSIDE THE BOOT-LID, ALONG THE SILLS, AROUND THE SUSPENSION MOUNTS, INNER WINGS, REAR ARCH EXTENSIONS, CHASSIS LEGS AND AROUND THE PETROL TANK
- UNLESS YOU ARE 100% CONFIDENT THAT THE CAR HAS BEEN EXPERTLY REMAPPED WALK AWAY – A FULL ENGINE REBUILD COULD SET YOU BACK £5000.
- REGULAR SERVICING IS ESSENTIAL, WITH FULLY SYNTHETIC OIL AND AYC FLUID NEEDING CHANGING EVERY 4500 MILES, BRAKE FLUID EVERY 18,000 MILES AND SPARK PLUGS AND TIMING BELTS EVERY 45,000 MILES
- LOW OR EXCESSIVE BOOST MAY BE DUE TO A RUSTY WASTEGATE ACTUATOR AND COOLING SYSTEM EXPANSION TANKS CAN OVERFLOW WHEN HOT – SO CHECK THE LEVEL
- YOU'LL NEED A NEW SEAT BASE FRAME IF THE RECLINE ADJUSTMENT IS SLIPPING ON THE RECARO SEATS
- CLUTCHES WEAR QUICKLY WHILST FRONT HELICAL LSD BOLT FAILURE CAN BE VERY EXPENSIVE TO CORRECT
- LOOK OUT FOR WORN GEARBOX OUTPUT SHAFT BEARINGS

### COST TO BEAT A TOYOTA SUPRA TWIN TURBO

TYPICAL COST TO BUY: £6,995 (1999 EVO VI, 61K MILES)

ESTIMATED COST OF MODIFICATIONS: £800 (+£700 EXHAUST IF NOT ALREADY FITTED)

TOTAL COST TO BEAT A TOYOTA SUPRA TWIN TURBO: £7,800





#### USEFUL CONTACTS

- [WWW.LANCERREGISTER.COM](http://WWW.LANCERREGISTER.COM)
- [WWW.LANCER-EVO.NET](http://WWW.LANCER-EVO.NET)
- [WWW.EVOTUNE.CO.UK](http://WWW.EVOTUNE.CO.UK)
- [WWW.NR-AUTOSPORT.COM](http://WWW.NR-AUTOSPORT.COM)
- [WWW.NORRISDESIGNS.COM](http://WWW.NORRISDESIGNS.COM)
- [WWW.JAPPERFORMANCEPARTS.CO.UK](http://WWW.JAPPERFORMANCEPARTS.CO.UK)
- [WWW.JAPTUNING.CO.UK](http://WWW.JAPTUNING.CO.UK)
- [WWW.INDIGO-GT.COM](http://WWW.INDIGO-GT.COM)

## STAGE 1 REMAP

With a standard Evo VI so close to the target 13.3 second quarter-mile time you won't need to do much in terms of modifications to beat a Supra. And that is great news in terms of the budget required. According to Jamie Lumley, Director at Evo experts Evotune Ltd, a typical stage 1 setup should be sufficient to do the trick: 'You would need an aftermarket induction kit – like those on offer from K&N or HKS, along with a decat exhaust pipe and a full cat-back exhaust

system.' HKS and Blitz are popular choices with Evo VI owners, but most Evo VIs will already have had something similar fitted – so buy right and you won't need to get this done. To ensure that the 4G63T engine receives sufficient fuel you'll need to fit an uprated fuel pump – Walbro's 255l/h pump is the most commonly used – and a three-port boost solenoid is recommended to control the boost through the ECU. 'This gives a more stable boost curve

than the stock solenoid,' Jamie explains.

Once this little lot is fitted all that remains is to have the car's ECU remapped by an expert. Make sure the mapper you choose has a proven record of success with Evos – sadly there are one or two cowboys out there, and a new engine will set you back thousands. You will need to spend around £500 to £700 on this and – with your Evo VI now running safely at around 1.5 bar of boost – you can expect

to be pumping out in the region of 350bhp and perhaps 360lb ft of torque.

This should be enough to put a stock Supra Twin Turbo to shame on the strip and, assuming you bought an Evo VI already packing an aftermarket exhaust, your total spend on modifications should only be around £800. Add that to the £7000 required to buy a decent car and you've beaten the Supra for a total outlay in the region of £7800.



## CONTENDER NO. 2

# TOYOTA MR2 TURBO (1989-1999)

### TOYOTA MR2 TURBO SPEC

ENGINE	1998CC 4CYL
MAX POWER	225BHP AT 6000RPM
MAX TORQUE	224LB FT AT 3200RPM
TRANSMISSION	5-SPEED MANUAL
WEIGHT	1270KG
MAX SPEED	152MPH
0-60MPH	5.7SEC

**OUR  
CHOICE!**



**T**oyota's Nineties rear-drive coupe is perhaps the ideal starting point for this challenge. Fast, cheap, reliable and easy to tune, its 2.0-litre turbo engine delivers between 225bhp and 245bhp in standard tune. Factor in the MR2's low 1270kg kerb weight and we're talking 14.5-second quarter-miles before a penny is spent on modifications. Yet the price tag for an MR2 Turbo can be as little as £2000.

At this end of the market however the car will need some serious TLC, so we'd recommend spending close to £4000 on an absolute minter – which will still leave plenty in the budget for mods.

Turbo models were only ever available as Japanese imports, but many standard parts are shared in common with the normally-aspirated UK

MR2 and turbocharged Celica GT-Four.

Launched in October 1989 the original 225bhp turbocharged GT version employs the 3S-GTE engine from the Celica GT-4 rally car, which eventually produced 245bhp from late 1993.

Available as a coupe or a T-Bar Targa-top (with removable glass roof panels), GT-badged cars came with plenty of toys, with a five-speed manual transmission as standard (there was also a four-speed auto option).

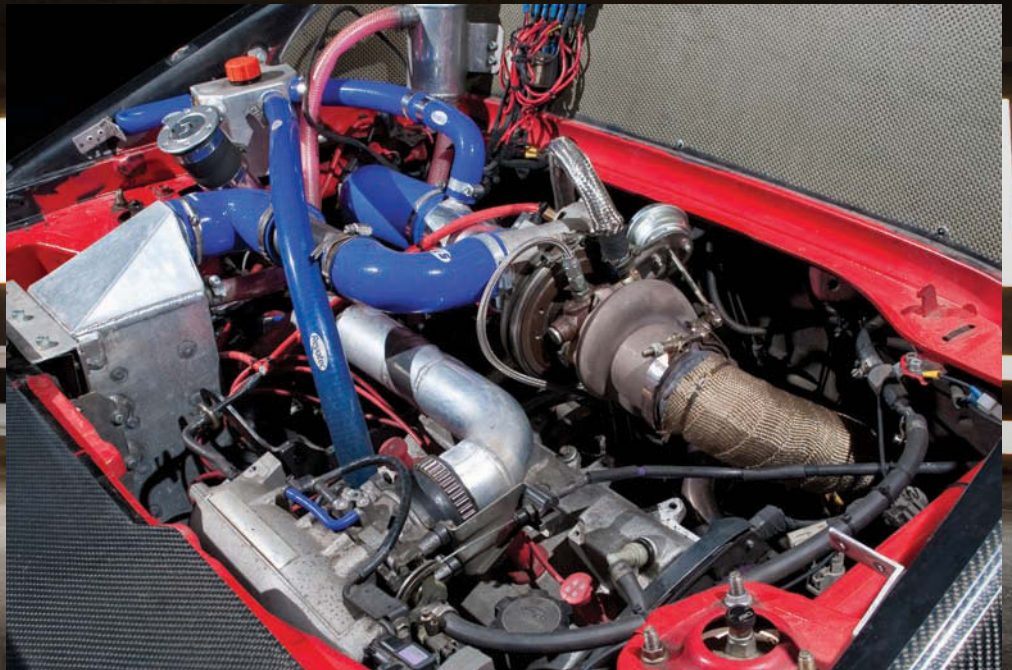
Successive revisions followed, with a new GT-S version added to the range in Revision 2 (Rev 2), and the final Rev 5 models boasted a larger rear spoiler. The wet-weather handling on earlier Turbos can be a bit lively, with Rev 3-on models more controllable.

### TOYOTA MR2 TURBO BUYING TIPS

- A FULL SERVICE HISTORY SHOWING SERVICES EVERY 6000 MILES SINCE ARRIVAL IN THE UK IS ESSENTIAL. TURBOS SHOULD SPOOL UP SMOOTHLY, WITH A STEADY IDLE THAT STAYS BELOW 1000RPM ONCE WARMED UP
- LOOK FOR CHIPPED RADIATORS AND CHECK THE CYLINDER HEAD GASKET FOR ANY SIGNS OF LEAKS AND THE OIL CAP FOR SIGNS OF CREAMY DEPOSITS THAT COULD INDICATE THAT IT'S ON ITS WAY OUT
- JDM TOYOTA ENGINE COOLANT SHOULD BE EITHER BLUE-GREEN OR DARK RED IN COLOUR
- ANY SMOKE FROM THE EXHAUST IS BAD NEWS AND DISTRIBUTOR ROTOR CAPS COMMONLY GO, CAUSING OBVIOUS MISFIRES
- CHECK THE BODY CLOSELY FOR ANY SIGNS OF RUST – ESPECIALLY THE TOP OF REAR WHEEL ARCHES, AROUND THE DOORS, THE BOOT AND THE SUNROOF OR T-BAR PANELS
- USE A HOSE OR A CAR WASH TO CHECK SUNROOFS OR T-BAR ROOF PANELS FOR LEAKS AND MAKE SURE THE POP-UP HEADLAMPS WORK PROPERLY
- WATCH OUT FOR WARPED DISCS AND SEIZED CALIPERS AND HANDBRAKES

**COST TO BEAT A TOYOTA SUPRA TWIN TURBO**  
TYPICAL COST TO BUY: £3,995 (1996 GTS TURBO, 52K MILES)  
ESTIMATED COST OF MODIFICATIONS: £2200 (£2000 IF CHARGE COOLER NOT INCLUDED)  
TOTAL COST TO BEAT A TOYOTA SUPRA TWIN TURBO: £6,200





## BOOST CONTROLLER

To get an MR2 Turbo down to 13.3 seconds over the quarter mile requires around 300 to 320bhp, but the good news is that this is readily attained with simple stage 1 tuning. The car's 3S-GTE engine is good for as much as 300bhp without any internal modifications, but fitting a Celica GT4 charge-cooler – the mid-engine setup means a front mount intercooler is far from simple – is a sensible precaution.

According to Dan at Toyota tuning gurus Fensport this is simply realised: 'We would recommend fitting a Blitz SUS induction kit, along with the

Blitz Nur Spec R exhaust, and then adding an electronic boost controller, which would see power and torque increase dramatically.' According to owners something around 1.1 bar is a recommended safe boost limit with standard engine internals.

'These three items alone would see power approaching 300bhp,' Dan explains, which should be just enough to beat the 13.3-second Supra target – all for as little as £2000 including fitting.

Add in a secondhand GT4 charge cooler for around £100 plus fitting, and our total budget

– for buying and tuning an MR2 Turbo to the required performance – is just £6200. And remember, you could do it for a lot less outlay by buying a starter car in need of some fettling.

If you wish to tune an MR2 much further, however, remapping the original ECU isn't possible, so you would need to budget for fitting a UniChip piggyback ECU and having it properly mapped. You'll also need an uprated fuel pump and bigger injectors. On early car you will also need to replace the air-flow meter with a Mass Air Flow sensor.

### USEFUL CONTACTS

- [WWW.MKIVSUPRA.NET](http://WWW.MKIVSUPRA.NET)
- [WWW.MKIVSUPRAOWNERSCLUB.COM](http://WWW.MKIVSUPRAOWNERSCLUB.COM)
- [WWW.FENSPORT.CO.UK](http://WWW.FENSPORT.CO.UK)
- [WWW.GARAGEWHIFBITZ.CO.UK](http://WWW.GARAGEWHIFBITZ.CO.UK)
- [WWW.THOR-RACING.CO.UK](http://WWW.THOR-RACING.CO.UK)



## CONTENDER NO. 3

# NISSAN SKYLINE GTS-25T (R33) (1993 TO 1998)

### NISSAN SKYLINE GTS-25T SPEC

ENGINE 2498CC  
MAX POWER 247BHP AT 6400RPM  
MAX TORQUE 218LB FT AT 4800RPM  
TRANSMISSION 5-SPEED MANUAL  
WEIGHT 1360KG  
MAX SPEED 143MPH  
0-60MPH 6.1 SECONDS



Our third contender is something of a hidden Japanese performance gem. With Nissan's legendary R33 GT-R grabbing the majority of the public's attention, relatively few buyers are aware of the single-turbo GTS-t model's strengths. Boasting a 2.5-litre single-turbo RB25 motor, compared to the 2.6-litre twin-turbo RB26 of the GT-R, this JDM-only model also lacks the sophisticated four-wheel drive system but is lighter – and boasts rear-wheel drive, rear-wheel steering and can be tuned in much the same way as the GT-R.

The R33 Skyline GTS Turbo (or GTS-25t Type M as it's officially known) provides 247bhp in factory trim, with a 6.1-second 0-60mph time, yet it costs just a fraction of the cost of a four-wheel drive Skyline

GT-R. Decent examples start at around the £5000 mark and most come with a limited-slip differential.

The standing quarter is dispatched in 14.4 seconds, but with loads of different imports carrying the Skyline badge, make sure your car really is a single turbo GTS – not just a normally aspirated version. And steer clear of any cars that already have serious power tweaks. Better to buy a pretty standard example and then sort out the tuning yourself.

You can choose between a five-speed manual and a slower four-speed auto, and the complete service record should show oil changes every 5000 miles. In standard tune these engines can last for 150k-miles plus, but must always be run on super-unleaded.

### NISSAN SKYLINE GTS 25T BUYING TIPS

- YOUR GTS-25T SHOULD POSSESS A FULL SERVICE HISTORY – SERVICES ARE EVERY 5000 MILES (IGNORE THE OFFICIAL RECOMMENDATION FOR A LONGER PERIOD) WITH A NEW TIMING BELT AND WATER PUMP NEEDED EVERY FIVE YEARS
- THE BRAKES HAVE TO WORK HARD SO CHECK THE PADS AND DISCS CAREFULLY – WARPED AND CRACKED BRAKE DISCS ARE QUITE COMMON AND WATCH OUT FOR WARPED EXHAUST MANIFOLDS
- INSPECT THE WHOLE CAR CLOSELY FOR RUST – ESPECIALLY THE REAR WHEEL ARCHES, BOOT LID, INNER WINGS AND UNDER THE BODY
- GEARBOXES ARE VERY RELIABLE BUT ANY REPAIRS WILL BE PRICY – WALK AWAY IF THERE ARE ANY CLUNKS FROM THE TRANSMISSION
- CHECK THE WINDSCREEN FOR CHIPS AND CRACKS – A NEW ONE COULD SET YOU BACK £600
- CHECK THE SPARK PLUGS ON A REGULAR BASIS TO PREVENT THEM FROM GETTING STUCK SOLID IN THE ALLOY HEAD
- REPAIRS TO THE FOUR-WHEEL STEERING SYSTEM, WHICH IS NORMALLY VERY DEPENDABLE, TEND TO BE EXPENSIVE

### COST TO BEAT A TOYOTA SUPRA TWIN TURBO

TYPICAL COST TO BUY: £4,995 (1994 NISSAN SKYLINE GTS-25T, 83K MILES)

ESTIMATED COST OF MODIFICATIONS: £3,000

TOTAL COST TO BEAT A TOYOTA SUPRA TWIN TURBO: £8,000





**NEXT  
MONTH**  
THREE WAYS TO BEAT A  
MITSUBISHI EVO X TO  
100MPH AND BACK!

## STOCK TURBO

Power-wise you'll need to take your GTS-25t to around 330bhp to beat the Supra's 13.3-second quarter, but that's actually possible without any need to modify the factory turbo, according to Mike Jones at Skyline GTS specialists Tuning Developments. 'Firstly you'll need to address airflow, with a decent air intake, followed by a turbo-back exhaust system and a front-mounted intercooler, Mike explains. 'After that you can consider adding a quality boost controller, along with a

remap.' A popular route with the R33 GTS-T is the A'PEXi Power FC, 'But as Nistune don't offer a direct fit board for this model, your best choice is to employ a Z32 ECU instead,' Mike suggests.

Before remapping you'd also be wise to fit an uprated fuel pump – a Walbro 255l/h unit will do fine – uprated spark plugs and an AFM from a Z32 – to allow greater airflow. You could also fit uprated injectors to reduce the risk of fuelling issues. A budget of around £3000

should suffice, taking the total spend require to buy and tune your GTS to around £8000.

With proper mapping the stock turbo can safely be tuned to around 330bhp, enough to see off that factory Supra over a quarter mile. But those seeking to increase engine output any further will need to budget for a hybrid or replacement turbo. The 2.5-litre straight-six's single turbocharger is fed cool air from a small side-mounted intercooler, so fitting a larger front-mounted item is also advisable.

### USEFUL CONTACTS

• [WWW.GTR.CO.UK](http://WWW.GTR.CO.UK)  
• [WWW.SKYLINE-OWNERS-CLUB.COM](http://WWW.SKYLINE-OWNERS-CLUB.COM)  
• [WWW.TUNINGDEVELOPMENTS.CO.UK](http://WWW.TUNINGDEVELOPMENTS.CO.UK)  
• [WWW.ABBEYMOTORSPORT.CO.UK](http://WWW.ABBEYMOTORSPORT.CO.UK)  
• [WWW.MIDDLEHURST.CO.UK](http://WWW.MIDDLEHURST.CO.UK)



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# JAPSTUFF

**BRINGING YOU THE HOTTEST NEW PRODUCTS ON THE JAPANESE TUNING SCENE**

Every month we bring you the latest and greatest products on the Japanese tuning scene. We always showcase a 'Red Hot' product at the front of the section and also highlight the 'must-have'

products at either end of the budgetary scale.

This way you can decide whether to save your pennies to afford the 'Big Spender' or simply splash a little spare

pocket change on the more affordable 'Chump Change' product. We hope you enjoy the section but, as usual, if there's anything you think we can do better, then please let us know. Until then... enjoy!

## ALIAANT ULTRALIGHT RACE BATTERIES

Readers who like to test their cars at the racing circuit will be interested to hear about Aliant's 'X Series' range of lightweight automotive batteries. Capable of starting a car of up to two-litres in displacement, each unit weighs just 1.6kg, which represents a massive weight saving over a conventional car battery. Furthermore, all Aliant batteries make use of the latest in lithium technology, allowing them to crank over a significant ampage while occupying a tiny footprint.

Environmentally-friendly liquid-free contents, a swift thirty minute recharge time, a five-year life expectancy and an incredibly slow self-discharge make these batteries an exciting prospect for those wanting a lightweight, reliable starting solution, and Aliant tells us that each of its products can be sold with a suitable battery brace. It's time to power up and take charge!

**Price:** From £215

**Contact:** [www.rallydesign.co.uk](http://www.rallydesign.co.uk) or call 01227 792 792

**REDHOT  
PRODUCT**





## LINEA CORSE LC818 WHEELS

The task of picking a new set of wheels for your ride isn't always as easy as it sounds. After all, your search will yield nothing but disappointment if the rim of your dreams is supplied with every possible offset and PCD combination except the one that suits your pride and joy! Fortunately, the 19in Linea Corse LC818 has been manufactured in a multitude of fitments to ensure that a huge number of Japanese vehicles are catered for. Widths range between 8.5 and 11-inches, with offsets of ET20 through ET45. A heavily concaved profile suits the larger rims, and we're reliably informed that the LC818's stunning gunmetal finish has just been joined by a 'hyper silver' variant. Prices start at a reasonable £200 per wheel, and a full range of sizes can be viewed at the Rotashop website.

**Price:** From £200 per wheel

**Contact:** [www.rotashop.co.uk](http://www.rotashop.co.uk) or call 0844 557 1080



### CHUMP CHANGE SPECIAL OFFER 50% OFF RRP! AUTOBRITE DIRECT 'CAR CARE ENTHUSIASTS' LUXURY DETAILING SPRAY

Last month, we brought you details of Autobrite Direct's 'Car Care Enthusiasts' special edition carnauba wax.

Producing a wet, glossy finish for all paint types and colours, the special blend has proved to be a big hit with detailing enthusiasts and car cleaning professionals alike. With pots of the chocolatey-lime product flying off shelves, the Staffordshire company is now offering a luxury detailing spray that has been designed as the perfect partner for the wicked wax. Simply spritz each panel with a couple of sprays (after the wax has been removed) and buff to reveal an improved gloss and shine to your paintwork. CCE Detailing Spray can also be used as a quick detailer for paint, glass, alloy, chrome and plastics, providing a special finish to almost every hard surface that it comes into contact with. And as if you needed any further convincing, Autobrite Direct are currently offering this super spray at a massively discounted price. Shine on!

**Price:** Special offer price of £7.50 per 500ml bottle for a limited time only (regular price £15.00)

**Contact:** [www.autobritedirect.co.uk](http://www.autobritedirect.co.uk) or call 01782 623819



### KNIGHT RACER CARBON PADDLE SHIFTERS FOR NISSAN R35 GT-R

Knight Racer's carbon-fibre paddle shifters for the R35 GT-R offer a claimed 40% greater surface contact area than the standard Nissan equivalents (approximately 30mm of extra length at the top and 25mm at the bottom of each paddle). This increase in size should enable drivers to shift through gears at a faster pace than previously experienced, and the revised design will deliver a welcome improvement to the appearance of an R35's cabin. Subtle 'plus' and 'minus' icons are printed on each paddle, with black or white graphics available to choose from. CNC-machined aluminium connector joints provide confidence in the quality of this neat upgrade, and each pair of paddle shifters has been designed to match the contours of the GT-R's factory steering wheel.

**Price:** £395 per pair

**Contact:** [www.knightracer.com](http://www.knightracer.com) or call 01908 379118



## POWERFLEX MANUAL STEERING RACK MOUNTING KIT FOR MK1 MAZDA MX-5

Removing the Mk1 Mazda MX-5's power-assisted steering rack and replacing it with a manual version is a popular modification among owners of the revered roadster. Conveniently, the work presents the perfect opportunity to replace tired OE rack mounts with purple polyurethane parts from Powerflex.

Comprising front and rear bushes, this cool kit improves the overall feel and precision of the MX-5's steering abilities while vastly reducing movement between parts. The company's 'Black Series' rack bushes are available for Mk1s that spend most of their time tearing up the track, but road users will find what they're looking for by asking their Powerflex dealer for part number PFF36-108.

**Price:** £26.34 per kit

**Contact:** [www.powerflex.co.uk](http://www.powerflex.co.uk) or call 01895 460033



## GOLD PLUG MAGNETIC SUMP DRAIN PLUGS

Swarf, wear particles and other unsavoury elements can often be found floating around the sumps of performance vehicles.

Unsurprisingly, the regurgitation of potentially damaging materials is the last thing that any tuned powerplant needs!

American engineering outfit, Gold Plug, is well aware of this fact, and it has produced a magnetic sump plug that attracts offending floaters and prevents them from re-entering an engine's lubrication system. Constructed from a heat-

resistant, 303-grade stainless steel body that houses what is claimed to be the strongest N45SH Neodymium magnet available, it is capable of attracting any particle missed by the engine's oil filter. There are, of course, plenty of magnetic sump drain plugs already available on the aftermarket, but Gold Plug reckons that none match the quality of its own. Fitments for masses of Hondas, Subarus, Hyundais and Toyotas are available to choose from, and a handy video demonstrating how the plug works can be found by visiting: [http://youtu.be/nnU\\_zBw65XM](http://youtu.be/nnU_zBw65XM)

**Price:** £12.99

**Contact:** [www.oldschoolperformance.com](http://www.oldschoolperformance.com) or call 02476 717100



## TOYO R888R ULTRA HIGH PERFORMANCE TYRES

Japanese tyre manufacturer, Toyo Tires, announced the UK launch of its hotly anticipated road-legal track tyre, the Proxes R888R, at the recent Autosport International show held at Birmingham's National Exhibition Centre. This new tyre will replace the much-celebrated Proxes R888, and it offers an improved design over that of its predecessor; increased dry grip, sustained performance over multiple laps and heat cycles, fast warm up and a rayon 'super-high' ply (on some sizes) are just some of its key features. The latter – combined with steel side plies – delivers precise steering feedback and response to the driver which, in turn, should help to improve lap times. Extensive testing of the R888R has produced positive results, with BTCC driver, Tom Onslow-Cole, filling the hot seat in a wide range of sports and club race cars while the tyre was benchmarked against the outgoing R888. The outcome was more than encouraging, prompting excitement from the various motorsport teams and enthusiasts who were in attendance at the NEC. Expect to see plenty of race-ready rides wearing this radical rubber at a racing circuit near you in the not-too-distant future!

**Price:** TBC

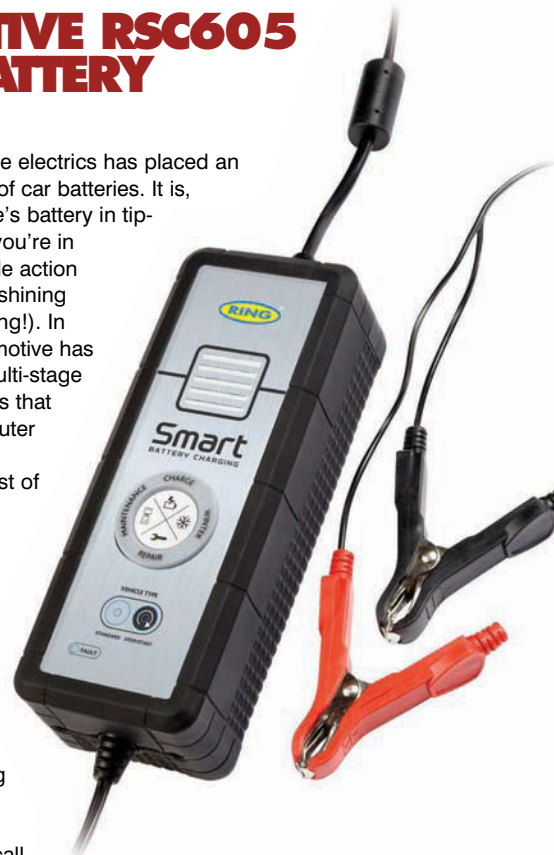
**Contact:** Visit [www.toyo.co.uk](http://www.toyo.co.uk) to find your nearest Toyo dealer

## RING AUTOMOTIVE RSC605 MULTI-STAGE BATTERY CHARGER

Advanced technology concerning vehicle electrics has placed an increased demand on the performance of car batteries. It is, therefore, advisable to keep your vehicle's battery in tip-top condition at all times, particularly if you're in possession of a project car that sees little action unless the roads are dry and the sun is shining (something of a rarity at the time of writing!). In response to these concerns, Ring Automotive has launched the RSC605 fully automatic multi-stage 'SmartCharger'. Featuring LED indicators that show specific charge values, a rubber outer casing for protection and grip, polarity protection, fully insulated clips and a host of settings to suit both standard and 'start/stop' vehicles, this 12-volt unit will prolong battery life thanks to an impressive seven-stage charge cycle and the addition of a trickle function aimed at cars that spend the majority of their time sat still. On sale at a smidge under sixty notes, the RSC605 won't break the bank, and it could prove to be a cost-efficient purchase when compared to the price of replacing a neglected battery.

**Price:** £59.99

**Contact:** [www.ringautomotive.co.uk](http://www.ringautomotive.co.uk) or call 0113 231 0266





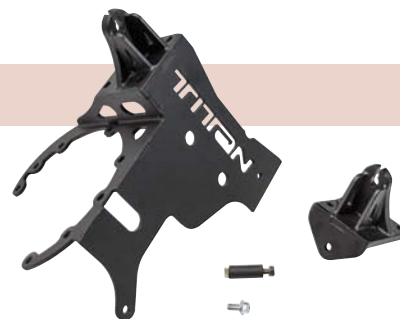


## FORGE MOTORSPORT UNIVERSAL INTERCOOLER

Forge Motorsport is constantly adding to its line-up of awesome aftermarket tuning components, and the Gloucestershire firm has now bolstered its back catalogue of desirable parts with a range of hand-finished, universal intercoolers. The extensive selection of styles, sizes and end-tank designs makes this forced induction heat management solution the perfect choice for tuners, car-builders or racing teams who own vehicles that are not specifically catered for by the company's existing selection of bespoke intercoolers. Almost every configuration is available off-the-shelf (along with a range of alloy bends and silicone hoses), but Forge is also able to create custom intercooler designs following receipt of customer drawings, sketches or descriptions. Now, that is cool! Give 'em a call to discuss your requirements.

**Price:** From £186.54

**Contact:** [www.forgemotorsport.co.uk](http://www.forgemotorsport.co.uk) or call 01452 380999



## TITAN MOTORSPORTS TRANSMISSION BRACE FOR NISSAN R35 GT-R

IF YOU'RE LOOKING FOR SOME GT-R JOY FROM ACROSS THE POND, THEN YOU'LL BE PLEASED TO HEAR THAT FLORIDA TUNER, TITAN MOTORSPORTS, HAS MANUFACTURED A GR6 TRANSMISSION BRACE FOR THE R35 IN RESPONSE TO COMPLAINTS THAT OWNERS OF THE LEGENDARY NISSAN HAVE REGISTERED AFTER DISCOVERING THAT THE GEARBOX CASING OF THEIR CARS HAS FLEXED UNDER HEAVY LOAD. THE TITAN SOLUTION IS LASER CUT FROM A COMBINATION OF 1/4-INCH AND 1/2-INCH STEEL, TIG WELDED IN A STRUCTURAL JIG AND THEN POWDERCOATED. IT INCORPORATES MULTIPLE POINTS OF CONTACT WITH THE GR6'S FACTORY CASTINGS (IN ORDER TO REDUCE TORSIONAL FLEX UNDER LOAD), AND IT INCLUDES SOLID MOUNTS THAT REPLACE THE OE RUBBERS. INSTALLATION REQUIRES REMOVAL OF THE CAR'S GEARBOX, BUT IT'S A JOB THAT CAN BE COMPLETED IN A FEW HOURS AND REQUIRES NO PERMANENT MODIFICATION TO THE VEHICLE'S CHASSIS. OVERSEAS SHIPPING FROM THE USA IS NO PROBLEM, AND TITAN WELCOMES ENQUIRIES FROM GT-R OWNERS BASED IN BLIGHTY.

**Price:** £395

**Contact:** [www.titanmotorsports.com](http://www.titanmotorsports.com) OR CALL 00 1 407 277 8423 (GMT+5 HOURS)



## BIG SPENDER GARAGE WHIFBITZ BORG WARNER EFR TURBO KITS FOR 2JZ ENGINES

Garage Whifbitz has been selling a hugely popular turbo conversion kit for Toyota's 2JZ Supra engine for some time. This month, however, the kit has been further enhanced by the availability of a range of Borg Warner EFR turbochargers. The EFR 8374 EWG is arguably the pick of the bunch, in part due to its satisfyingly fast spool and an ability to reach up to 620bhp on pump fuel (that's about 700bhp with E85!). EFRs can be bought with internal wastegates, and they have a blow-off valve and boost control solenoid built into them – all of which helps to drive down the cost of your high-horsepower 2JZ build. As ever, 0% finance is available from Whifbitz, and a comprehensive list of turbo options can be found at the company's website.

**Price:** From £2702.15

**Contact:** [www.garagewhifbitz.co.uk](http://www.garagewhifbitz.co.uk) or call 01291 420500





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## PROJECT ROTARY STOP. COLLABORATE AND LISTEN...

... JAP IS BACK WITH A BRAND NEW INVENTION. WELL, IT'S NOT REALLY NEW, AS BRAKES HAVE BEEN AROUND FOR AGES, BUT IT IS A NEW UPGRADE, SO CHECK OUT OUR NEW TAROX STOPPERS

Brakes are important. No, scratch that, they're downright essential, so it's worth devoting a decent part of your tuning budget towards a set of suitable stoppers. New cars have the benefit of all the latest

technology and development when it comes to braking, and in some cases can be pretty good as stock. Take the RX-8 for example, which has a more than adequate setup from the factory for the majority of

situations, however, like anything in life, things can always be improved and as we're planning on upping the Renesis motor's power potential – and get in some time on the track – we felt that it was only

right to invest in some serious stopping power to match. Better performing brakes mean you can stop quicker, which translates to later on the track, which allows you to trim lap time at each corner. It also means that when you're going at full chat on the road, you can rein it all in much quicker if you need to and stay safe.

With all these points in mind, we contacted Italian braking gurus Tarox, to see what they had to offer for the mighty Mazda.

A family-run company that has been trading since the '60s, Tarox make some of the best brakes on the market with all



BEFORE AND AFTER: THE ORIGINAL DISCS AND CALIPERS ARE A GOOD SIZE ON THE RX-8 (323MM) BUT WERE VERY RUSTY WHERE THE CAR HAD NOT MOVED





**THE ORIGINAL CALIPERS WERE RUSTY AND NEEDING SOME WD-40 TO LOOSEN THE NUTS**

# **PRICE LIST:** **TAROX SPORT BRAKE KIT** **£1978.80**

discs and brake kits finished and assembled by hand ensuring only the highest quality components get delivered to customers. Looking at the range for the RX-8, it was clear that there was a simple disc and pad upgrade to be had, or the much sexier and higher performing big brake kit. Seeing as the RX-8 factory calipers were looking a little worse for wear and would need at best reconditioning, or at worst replacing, it seemed logical to go for the full Sport big brake kit as it contains everything needed to replace the front braking system including larger 330mm two-piece grooved discs with fast

road pads, six-pot billet calipers, billet caliper spacer brackets and steel braided brake hoses. At a cool £1978.80 for the kit, it's far from a budget option, but when you consider the task that brakes have to do on a regular basis, it really doesn't pay to skimp, especially if you are planning further power upgrades in the future. There's also the small point of them looking damn sexy behind your rims too, which is a nice side-effect for sure.

With Tarox producing calipers with up to 16-pots, you may wonder why we opted for the smaller six-pot items? Well, it comes down to necessity really. Even if we added forced induction to the Renesis lump

further down the line, the meaty six-pot kit would still be more than man enough to haul the RX up to a standstill, especially as it will be spending more time on the road than the track. So with the kit arriving at Group B Motorsport HQ in Deeside, the experienced guys got straight to work.

Stripping out the Mazda's factory front brakes was fairly straightforward, except for a few corroded

## **CONTACTS**

**Group B Motorsport**  
[www.silverstoneautosport.co.uk](http://www.silverstoneautosport.co.uk)  
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nuts which needed soaking in WD-40 for a few minutes before removal. The larger discs and calipers look so much better than the factory items and should provide loads more stopping power to boot. The kit is designed to fit behind the factory 18in rims, but next month we'll be revealing the RX-8's new rolling stock, so stay tuned!



**TAROX BRAKES**  
**ITALIAN BRAKE COMPANY TAROX STARTED WHEN ITS FOUNDER, WHO WAS A STUNT DRIVER AT THE TIME, NEEDED BETTER BRAKES TO PULL OFF THE STUNTS HE WAS PERFORMING. HIS SOLUTION WAS TO BUILD HIS OWN, AND THE COMPANY HAS BEEN DOING SO EVER SINCE, INCLUDING SUPPLYING FORMULA ONE TEAMS AND CRAZY SUPERCAR MANUFACTURERS SUCH AS KOENIGSEGG AND DONKERVORT**





## PROJECT WHITE STUFF RELEASING THE PRESSURE

THAT ESSENTIAL QUESTION; JUST WHAT IS THE FIRST MODIFICATION TO UNDERTAKE ON YOUR LATEST PROJECT CAR? THIS MONTH PAUL COWLAND IS PRETTY SURE WHAT HIS SHOULD BE – AND ENDS UP MAKING A QUICK VISIT TO TUNING SCENE LEGENDS FORGE TO GET IT FITTED

Having spent a wonderful first month with the STI, I have been relishing every moment that I can get to spend behind the wheel. As someone who has been driving Impreza, WRX and STI models for over 20-years now, there's something very comforting in piloting that familiar combination of grip and grunt, combined with that wonderful flat-four burble that makes me feel very much at

home in the seat.

Although the MY12 STI is very much a case of 'business as usual' from this enthusiast's point of view, I did find myself missing an essential part of my Subaru soundtrack as I was blatting through the country lanes; an atmo dump valve! To my mind, there's nothing like that 'perrrtisssh' sneeze between gear changes to give you the full Colin McRae

experience.

I've always fitted Forge valves to all of my other Subarus, so that choice was easy. They look superb, they fit like OEM – and they always work perfectly. Since I fitted my last valve, however, the company had added an innovative new twist to the kit – and invited me down to its Gloucestershire HQ to have a look while it was fitted. It

sounded a lot more fun than me doing it, that's for sure!

Forge Motorsport has long been associated with clever, ground breaking innovations, but the company's latest design is one of the smartest ideas to appear on the automotive aftermarket for quite some time; the Intake Pressure Compensation Valve (IPCV) – an idea so ingenious that the company has patented it!

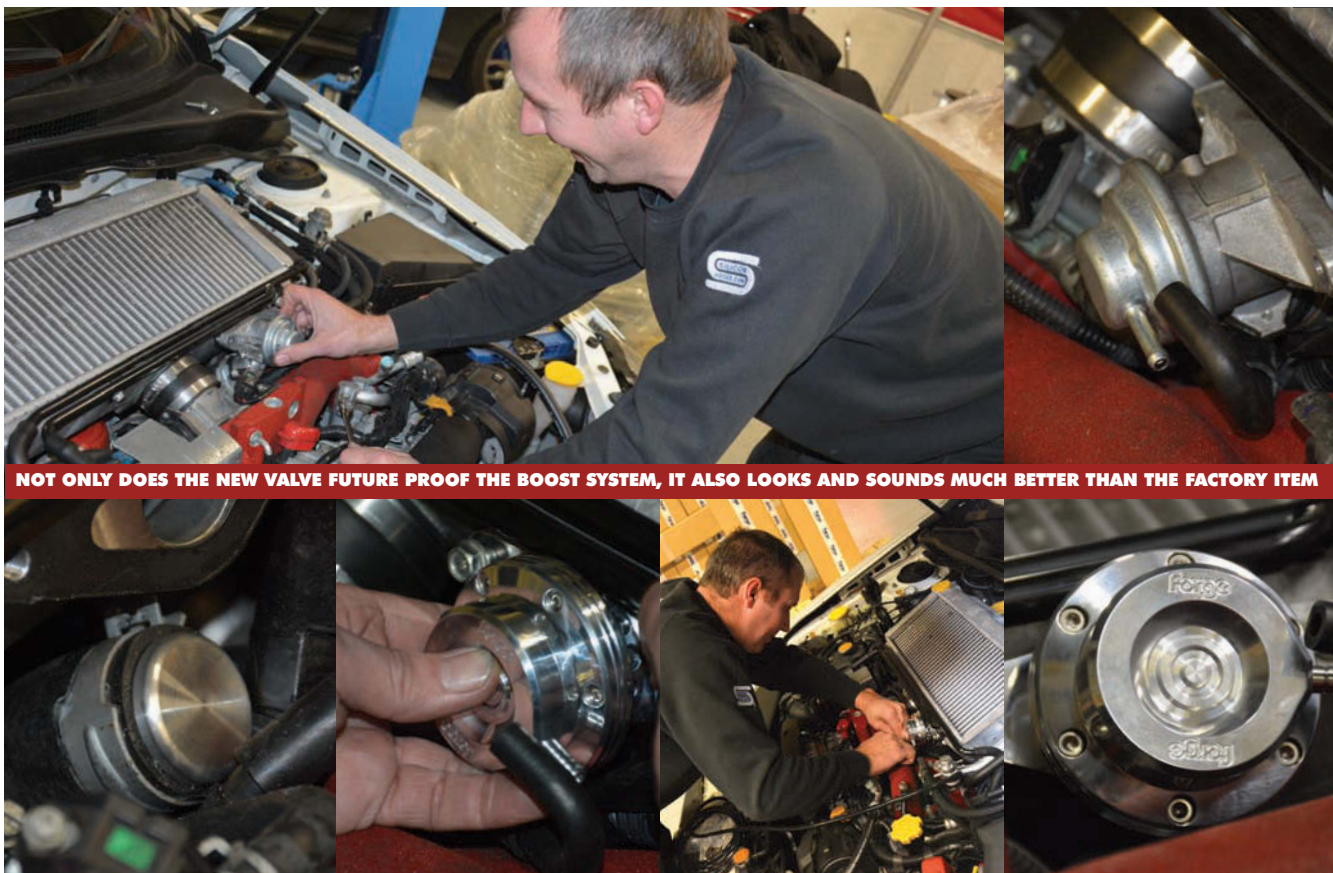
Put simply, this engineering marvel prevents boost loss across the components of any turbocharged, forced induction car, it allows any specification of dump or diverter valve to work perfectly, regardless of engine boost levels, and it ensures perfect operation for any



THE BOXER ENGINE'S FACTORY DV CAN LEAK WHEN BOOST RISES







**NOT ONLY DOES THE NEW VALVE FUTURE PROOF THE BOOST SYSTEM, IT ALSO LOOKS AND SOUNDS MUCH BETTER THAN THE FACTORY ITEM**

diverter valve, irrespective of the spring or diaphragm rate within it. To be honest, some of the science behind it is quite intense, but luckily, Forge's Dom explained it to me in layman's terms as he did a superb job of fitting the kit while I snapped away.

The IPCV allows an equal or greater pressure on the top side of the piston or diaphragm of a DV, allowing it to make a better seal onto its seat. This prevents the DV opening on high boost, load or rpm, and prevents the need for a stronger spring in the DV as the boost pressure is increased, which has always been the case up until now. By allowing the fitment of a weaker spring in the DV, significantly

faster valve response is assured, thanks to less resistance to the vacuum operation when the unit opens to vent boost. This can help in-gear acceleration times, engine responsiveness and even the integrity and longevity of the turbocharger itself.

Normally the boost feed to the top of the DV would have been through the restriction of the throttle body and inlet manifold, so typically is of a lower value than the boost level on the underside of the DV – due to pressure drops inherent in any system. However, the IPCV is able to swap between a positive pressure feed during boost and a vacuum on idling and low engine speeds. This

state of change is clearly evident to the ECU of the vehicle, meaning that the DV will open and close as would be expected by the ECU, but the valve will behave more consistently than would normally be the case.

So what does this actually mean? Well, put simply, no matter what boost setting I run in the future, I shouldn't now need to keep upping the spring as I would have had to before. All great news in future-proofing the motor as the mods roll in.

Best of all, the under-bonnet area looks so much nicer now the coarse casting of the old unit has been replaced by the new precision CNC-milled beauty of the new parts – and

as for the soundtrack. Well, it's like being back in my old 22B again! Or it will be when I get some of that restriction out of the exhaust system and really unlock that Subaru sound!

The IPCV isn't just a Subaru mod of course – it fits any turbocharged car, so it's well worth having a look at if your Jap ride is of the forced induction persuasion. Having spent a couple of hundred miles with my setup now, I can't recommend it highly enough...

Until next time...

## **THANKS & CONTACTS**

**Forge**

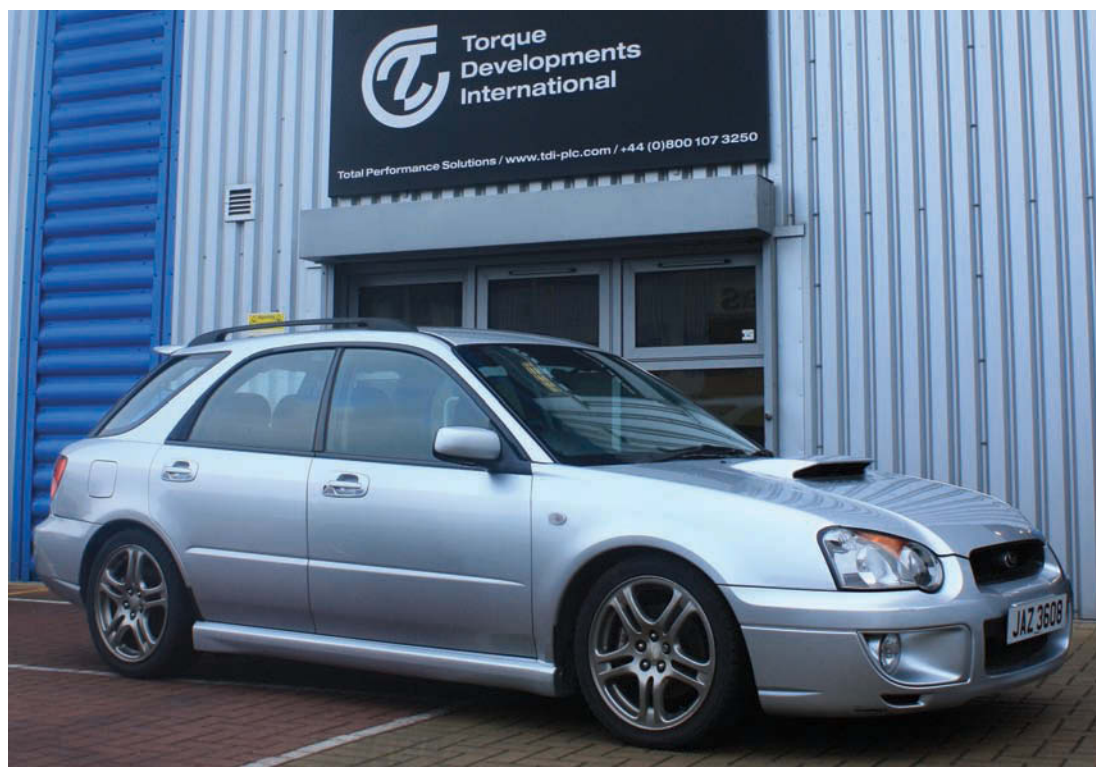
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**FORGE'S SHINY NEW IPCV WORKS AT ALL BOOST PRESSURES**







## PROJECT WRX TURBO TIME!

**TURBO TECHNICS TO THE RESCUE!  
THE FLOPPY TURBO IS NOW A SUPER  
HYBRID TD05 CAPABLE OF UP TO  
380BHP. AWESOME!**

So the turbo was removed from Project Wagon and added to the never ending list of problems. Remember,

we only had a bearing go and the engine never exploded, so why all the damage? What we've

discovered is that even a small problem might as well have been total destruction as, no matter how small you think the problem is, these engines are getting old and they almost all require a full rebuild. Last month we showed you the used turbo that was removed from the wagon. The old turbo (seen above in a stripped state) was feeling a little sorry for itself and the shaft was deemed to have too much play. To remedy the

problem, the turbo was sent off to Turbo Technics for them to work their magic. The result is that the turbo is back and has been

transformed into the beauty below, which is now a TD05 20G turbo and should boost our engine to anywhere between 340 and 380bhp!

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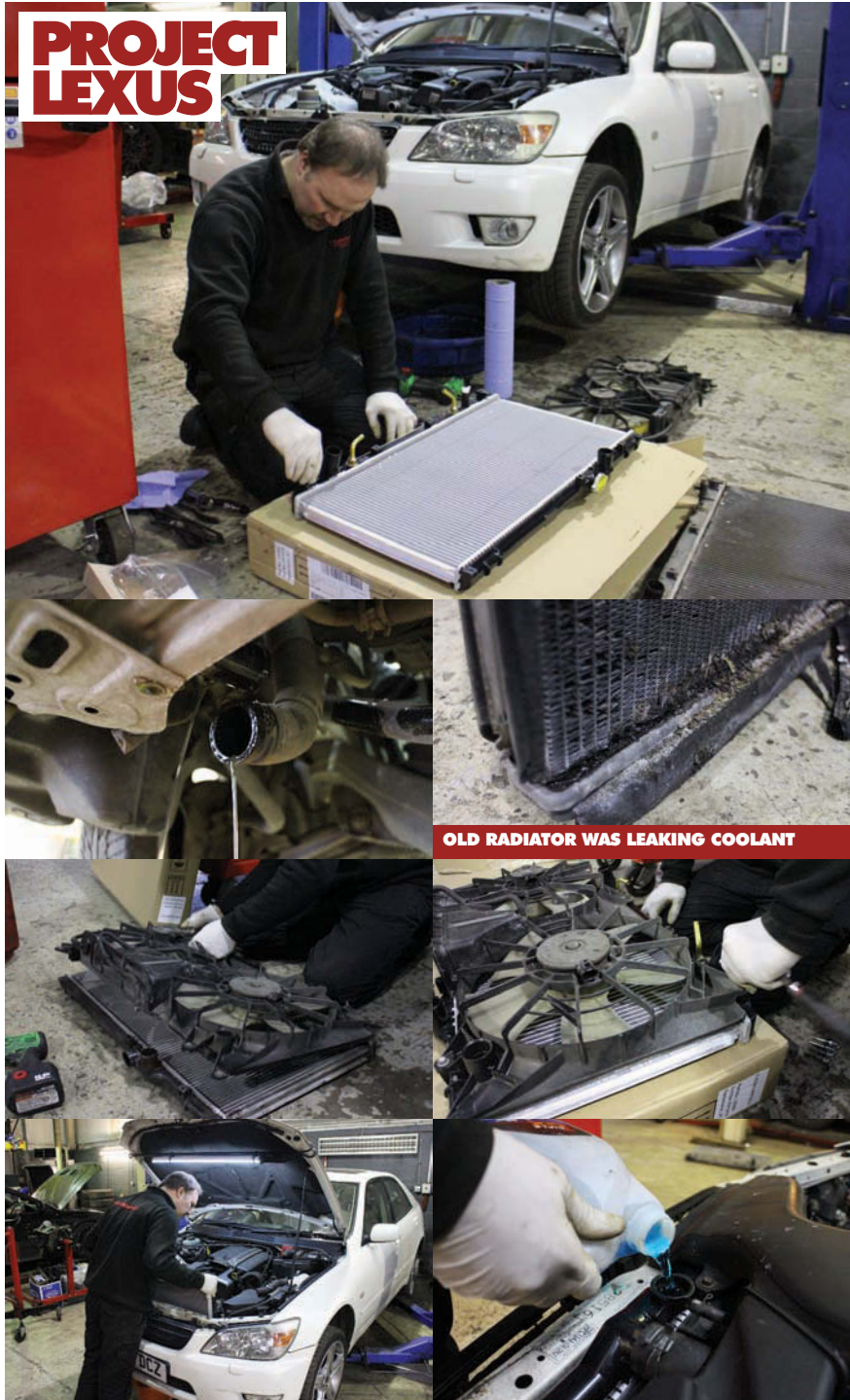
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## BOILING POINT!

### HEATING ISSUES AND RIDE QUALITY HEADACHES

The IS200 had started running a little strange over the last few months. Once up to temperature, if you stopped the car then tried to restart the engine, it wasn't happy at all. The temperature gauge went up on one occasion but not others. Checking the water level showed it to be low, so we tried topping it up and the car worked perfectly again. However, on further inspection we found loads of air in the system. We sorted this by running the engine with the water cap off and filled it back up with coolant. There were no visible signs of water leaking anywhere, but after a month or so, the levels were out again. Flicking through the history of the car we saw an MOT had a note about the radiator having a slight leak. So, a quick look on the Internet and we found a direct replacement from Advanced Radiators – coming in at under £70 with free delivery, we got one ordered straight away.

For the fitting, we headed to Japanese specialists Eurospec. Once up on a ramp the guys noticed the corner of the old rad was wet and it had a leak. With the old rad out it was a simple job to remove the fans, and bolt back to the new one. Sliding back into position and filled with coolant the car was happy again.



### PROJECT LEXUS

OLD RADIATOR WAS LEAKING COOLANT



### ONE STEP FORWARD, TWO STEPS BACK

OVER THE LAST FEW MONTHS YOU'LL HAVE SEEN WE'VE BEEN TRYING TO GET THE IS200 NICE AND LOW, BUT TURNS OUT WE'VE FAILED. THE RIDE WITH THE COILOVERS JUST WASN'T GREAT, EVEN WHEN RAISED RIGHT UP WE WEREN'T HAPPY. THIS IS USED AS A DAILY DRIVER WHERE SOME SORT OF COMFORT IS ESSENTIAL. WE OPTED TO NOT QUITE GO BACK TO STANDARD, BUT INSTEAD USED THE EIBACH PRO SPRINGS WE'D FITTED PREVIOUSLY. THE RIDE IS CERTAINLY FIRMER THAN STANDARD, BUT THE HANDLING IS SPOT ON AND A GOOD BIT LOWER.

ANOTHER PRETTY SIMPLE JOB FOR THE BOYS AT EUROSPEC, ESPECIALLY CONSIDERING THE SUSPENSION HAS BEEN OFF NUMEROUS TIMES IN THE LAST FEW MONTHS. BIG THANKS TO THE GUYS FOR SORTING IT... AGAIN!



WHILE THE ROTAS ARE OFF FOR THE WINTER BREAK, WE THOUGHT A REFRESH WOULD BE A GREAT IDEA. ENTRUSTED TO PREMIER WHEELS IN REDHILL THE 18IN GTR-DS ARE NOW EVEN MORE AWESOME.



THE SILVER ROTAS GOT TREATED TO A NEW COAT OF GLOSS BLACK READY FOR THE SUMMER

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**TOYOTA STARLET SR**, 1998, mint condition, with massive regret, here's my Toyota Starlet SR! In absolutely gorgeous condition! 205 Black, genuine 67K miles, 11 months' MOT, just had a full service including cambelt and 4 new tyres, full service history, stacks of paperwork, completely original with Speedline alloys in perfect condition, original Tte spoiler and rare Tte exhaust, car is becoming rare, only 300 left, please contact, £1,750. Tel: 07885 280969. Email: bhav\_p@hotmail.co.uk (Leics). J171/002

**TOYOTA MR2**, silver, good condition with good service history, ten months' MoT and six months' tax, new car reason for selling, £1,600. Tel: 07766 015997. Email: dalelambert@outlook.com (Norfolk). J171/013

## PARTS

**TOYOTA CELICA (MK7) VVTi** full leather interior in black and grey, airbag type, comes with heated front seats, leather door cards, rear parcel shelf, centre console, in stunning condition, no wear on bolsters, buyer collects, no time wasters please, £750. Tel: 0121 293 4307 between 6.30pm and 9pm only. Email: steveyvibes@live.co.uk (West Midlands). J171/014

**SUBARU IMPREZA 17/7 JJ** (55) Enkei wheels in silver, good condition with Bridgestone 215/45/R17 tyres, £280. Tel: +44 7986 242129. Email: wrightp58@googlemail.com (Cleveland). J171/015



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**TWO 235/35 ZR 19** Continental ContiSportContact 3s (91Y XL FR), brand new, £180 the pair (collect only). Tel: 07850 654911 (Surrey, close M25). J171/016

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**EVO 7-8 CARBON FIBRE EXHAUST HEAT SHIELD**, pre P-reg, carbon fibre exhaust trim made in UK by the no.1 Evo carbon parts company WRS Racing, who make parts for Ralliart, bought but never fitted as sold car before I got around to it, perfect fit, cost me £110 inc post, sell £55 inc UK post, I am working shifts so please email: alexturbo1@gmail.com (London). J171/001



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**Deadline for inclusion in the May issue is 19th March (June issue deadline 23rd April).**

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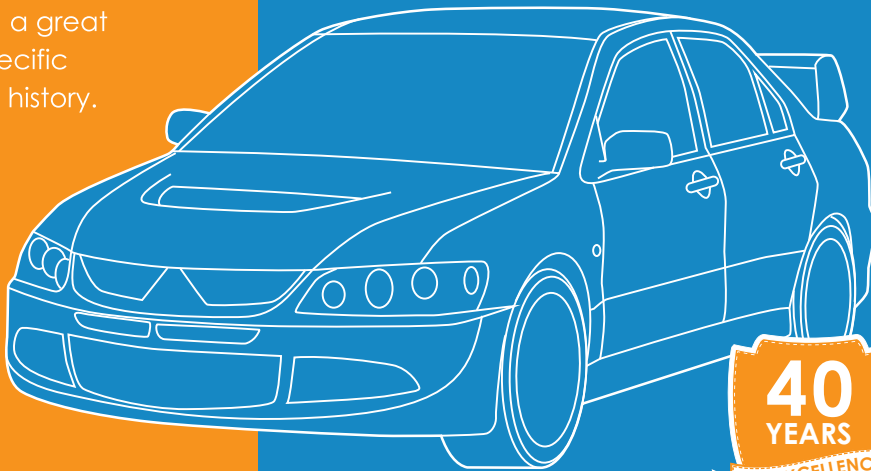
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